



Grain Transportation Report

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UP and NS Resubmit Merger Application to STB as Opposition Grows.

On April 30, Union Pacific Railroad (UP) and Norfolk Southern Railway (NS) refiled an [updated merger application](#) to the Surface Transportation Board (STB). In January, STB denied their first merger application for being incomplete ([Grain Transportation Report \(GTR\), February 12, 2026](#)).

Responding to STB's feedback, the latest merger application provides post-merger market share projections, using the complete traffic files from all six Class I railroads (replacing STB's carload waybill sample). Also, included is the entire UP/NS merger agreement, including the potential [regulatory conditions](#) that would allow UP to cancel the transaction. Comments on the revised application's completeness are due by 11:59 pm ET, tomorrow, May 8.

On April 29, a new group ("[Stop the Rail Merger Coalition](#)")—which includes shippers, railroads, rail labor, and the [American Farm Bureau Federation](#)—formed to oppose the UP/NS merger. On May 4, CSX Transportation (CSX) [opined](#) that the merger "would create an industry imbalance that would reduce viable options for shippers." Apart from UP and NS, all other Class I railroads have publicly aired concerns with the merger.

STB Releases 2024 Public-Use Carload Waybill Sample. The Surface Transportation Board (STB) recently posted the 2024 Public-Use Carload Waybill Sample (CWS) on its [website](#). Derived from 2.2 million waybills, STB's CWS is among the most comprehensive sources for understanding freight rail movements and trends.

In 2024, U.S. railroads originated an estimated 82.7 million short tons (mst) of corn, 26.9 mst of soybeans, and 29.1 mst of wheat. Railed volumes of all three commodities were above their 2023 levels. Rail movements of wheat in 2024 rebounded 12 percent from record lows in 2023. Rail volumes of corn in 2024 were the highest since 2006.

Via an easy to-use, accessible format, USDA's AgTransport gives its users access to the [2005-24 data of the public-use CWS](#).

U.S. Imports Record Volumes of Urea Fertilizer in March. According to U.S. Census Bureau trade data (available on [AgTransport](#)), the United States imported 1.4 million short tons (mst) of urea fertilizer in March 2026—an all-time record since the U.S. Census Bureau began publishing monthly international trade datasets in January 2010. At 2.7 mst, first-quarter urea imports were 42 percent above the prior 3-year average.

The New Orleans, LA, customs district received 1 mst of urea imports in March—92 percent above the prior 3-year average. Above-average imports into New Orleans contributed to record [upbound barge volumes](#) on the Mississippi River System. In April, upbound barge volumes of urea (and other nitrogen fertilizers) totaled 1.3 mst—48 percent above the prior 3-year average for April and the highest monthly total since at least 2018.

The top five countries of origin for urea imports in March were Russia (0.4 mst); Oman (0.2 mst); Qatar (0.2 mst); Nigeria (0.2 mst); and Saudi Arabia (0.1 mst). Urea imports from the Persian Gulf were likely already shipped before the

closure of the Strait of Hormuz in early March. Conflict between the United States and Iran has reduced global urea supplies, leading to higher prices ([GTR, April 9, 2026](#)).

FRA's CRISI Program Offers Funding for Short Line Railroad Improvements.

The Consolidated Rail Infrastructure and Safety Improvements (CRISI) program, of the Department of Transportation's Federal Railroad Administration (FRA), is [accepting grant applications](#) through June 22. Offering over \$2 billion in total available funding, the CRISI program prioritizes investments in short line railroads. The most recent round of CRISI grant awards included \$330 million for grain-related railroad improvements ([GTR, October 31, 2024, second highlight](#)).

Short line railroads provide rail access for rural grain farmers and reduce overall reliance on trucks, resulting in a more competitive transportation market, lower emissions, and less road congestion and maintenance. However, because they operate on low-density branch lines, short line railroads sometimes need public funds to support upgrades to track, bridges, and equipment.

For additional transportation news related to grain and other agricultural products, see the [Transportation Updates and Regulatory News](#) page on AgTransport. A [dataset of all news entries since January 2023](#) is also available on AgTransport.

Export Sales

For the week ending April 30, [unshipped balances](#) of corn, soybeans, and wheat for marketing year (MY) 2025/26 totaled 29.46 million metric tons (mmt), down 5 percent from last week and up 26 percent from the same time last year.

Net [corn export sales](#) for MY 2025/26 were 1.36 mmt, down 15 percent from last week. Net [soybean export sales](#) were 0.14 mmt, down 45 percent from last week. Net [wheat export sales](#) were 0.08 mmt, down 65 percent from last week.

Rail

U.S. Class I railroads originated 29,743 [grain carloads](#) during the week ending April 25. This was a 3-percent decrease from the previous week, 2 percent more than last year, and 15 percent more than the 3-year average.

Average May [shuttle secondary railcar bids/offers](#) (per car) were \$454 above tariff for the week ending April 30. This was \$85 more than last week and \$609 more than this week last year. Average non-shuttle secondary railcar bids/offers per car were \$31 above tariff. This was \$10 less than last week and \$50 lower than this week last year.

Barge

For the week ending May 2, [barged grain movements](#) totaled 708,700 tons. This was 11 percent more than the previous week and 9 percent less than the same week last year.

For the week ending May 2, 471 [barges moved down river](#), 49 more than the previous week. There were 600 grain barges unloaded in the New Orleans region, 23 percent fewer than the previous week.

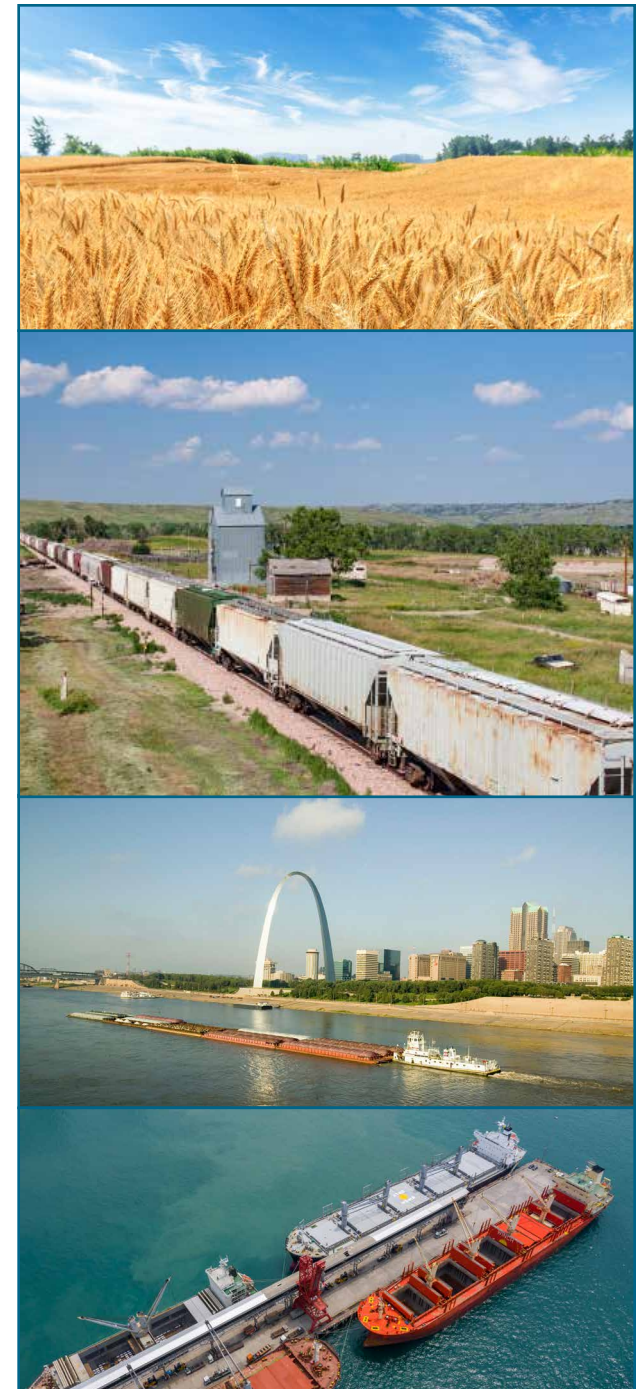
Ocean

For the week ending April 30, 29 [oceangoing grain vessels](#) were loaded in the Gulf—unchanged from the same period last year. Within the next 10 days (starting May 1), 40 vessels were expected to be loaded—54 percent more than the same period last year.

As of April 30, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was \$67.25, up 1 percent from the previous week. The rate from the Pacific Northwest to Japan was \$35.75 per mt, up 2 percent from the previous week.

Fuel

For the week ending May 4, the [U.S. average diesel fuel price](#) increased 28.9 cents from the previous week to \$5.640 per gallon, 214.3 cents above the same week last year.



Grain Transportation Update: Demand Remains Strong as Fuel Costs Begin To Rise

The demand for grain transportation has held strong for well over a year ([Grain Transportation Report \(GTR\), December 4, 2025](#)). Buoyed by last fall's record corn harvest, first-quarter corn exports were the highest since 2021, spurring record-high rail volumes and strong vessel loading activity in the U.S. Gulf. Though slightly below average in the first quarter (reflecting disruptions from a winter storm), barge volumes on the Mississippi River System (MRS) have mostly hovered above average since March.

Freight rates across all modes have risen—not only with strong transportation demand, but also as fuel prices have climbed, driven by oil supply disruptions in the Middle East.

Record Grain Supplies To Open 2026

Following a record corn harvest (and the seventh-largest soybean harvest), grain stocks as of December 1, 2025, were a record-high 483.1 million metric tons (mmt), 56.0 mmt (+13 percent) above average ([GTR, April 16, 2026](#)).¹ Most of the increase came from higher corn stocks (up 41.1 mmt from average).

Stocks by Region. States in the western Corn Belt saw large increases in December 1 stocks over the average: Kansas, up 10.3 mmt (+45 percent); Nebraska, up 9.7 mmt (+25 percent); South Dakota, up 6.3 mmt (+27 percent);

Minnesota, up 6.1 mmt (+14 percent); Iowa, up 5.6 mmt (+8 percent); North Dakota, up 5.4 mmt (+27 percent); Wisconsin, up 2.5 mmt (+18 percent); and Missouri, up 1.6 mmt (+10 percent).

In the Eastern Corn Belt, December 1 stocks changes were modest to low, compared to average: Illinois, up 2.1 mmt (+3 percent); Indiana, up 0.6 mmt (+2 percent); and Ohio, down 1.4 mmt (–6 percent). At the same time, December 1 stocks were above average for some Southeast States: North Carolina, up 0.6 mmt (+23 percent), and Georgia, up 0.1 mmt (+23 percent).

Reflecting these regional variations in grain stocks, elevator bids for [corn](#) and [soybeans](#) have been higher than normal in the [eastern Corn Belt](#) than the [western Corn Belt](#) throughout 2026.

Fuel Prices Rise in Response to Middle East Conflict

On February 28, the United States commenced military action against the Iranian regime. Since then, the conflict has disrupted oil production and refinery operations in the Persian Gulf region, and attacks on commercial shipping have effectively [halted commercial traffic](#) through the Strait of Hormuz—a major chokepoint transited by about one-fifth of the oil consumed globally.

The availability and price of oil is crucial for grain transportation. Diesel fuel is used to power truck, rail, and barge movements, and heavy fuel oil is the primary bunker fuel for dry bulk ocean vessels.

Oil Prices. According to the U.S. Energy Information Administration's (EIA) April [Short-Term Energy Outlook](#), the Brent crude oil spot price averaged \$103 per barrel in March. This price was \$32 per barrel higher than the February average and the highest since the July 2022 average of \$112 per barrel. EIA projected the Brent crude oil price would peak at \$115 per barrel in second quarter 2026 before gradually falling to an average of \$88 per barrel in the fourth quarter. (The projection assumed the conflict would not persist beyond April and that the Strait of Hormuz would gradually reopen.)

Diesel Prices. In first quarter 2026, the U.S. weekly diesel price averaged \$4.12 cents per gallons, up 49 cents from fourth quarter 2025 and up 42 cents from first quarter 2025. From the week ending January 19 to the week ending April 6 (12 weeks), the U.S. average diesel price rose 218.4 cents to reach \$5.64 ([GTR, fig. 16](#)).

From the week ending March 2 to that ending March 9 (when the conflict with Iran began) the U.S. average diesel price jumped 96.2 cents—the highest week-to-week jump since EIA began keeping records in March 1994.

¹ Unless otherwise noted, "average" (as referring to a historical average) specifically denotes the "prior 3-year average."

From the week ending April 13 to that ending April 27, diesel prices briefly reversed course, falling 29.2 cents, before rising 28.9 cents for the week ending May 4.

Also, for the most recent week, the Midwest diesel price rose 61.1 cents—the highest increase since the first week of March ([GTR table 13](#)). EIA [projects](#) diesel prices to average \$4.80 per gallon in 2026, up 114 cents from the 2025 average price of \$3.66 per gallon.

Heavy Fuel Oil Prices. According to Ship & Bunker, in first quarter 2026, the [Global 20 Ports' price](#) of very low sulfur fuel oil (VLSFO) (the most commonly used type of heavy fuel oil) averaged \$638.80 per metric ton (mt), up \$473.90 per mt from the previous quarter and up \$53.36 per mt from first quarter 2025. Between February 27 and March 20, the VLSFO average price rose 94 percent, from \$543.50 per mt to \$1,053 per mt, before falling to just above \$900 per mt on April 30.

Grain Rail Carloadings at Record Highs; Fuel Surcharge Jumps in May

Following record-high December 1 grain stocks, (calendar year) 2026 grain rail carloads have also been at record levels ([GTR fig. 3](#)). Year to date (YTD) as of April 18, total grain carloads were 448,973 cars—up 19 percent from last year, up 26 percent from average, and an all-time high for this YTD period (i.e., since at least 2018—the first full year of the Surface Transportation Board's (STB) carloading data series).

According to carloading data from the Association of American Railroads (AAR), first-quarter 2026 grain volumes [reached their highest level](#) for any first quarter since 1993.²

Grain Carloads by Railroad. The strength of YTD grain carloads varied by Class I railroad. Corresponding to high western Corn Belt grain stocks, the western and central U.S. Class I railroads saw large YTD increases: BNSF Railway (BNSF) (up 26 percent from average); Union Pacific Railroad (up 26 percent); CPKC (up 35 percent); and CN (up 35 percent).

However, in the East, the geographic distribution of December 1 stocks was less favorable to rail than it was in the West. Norfolk Southern Railway (NS) and CSX Transportation (CSX) primarily move grain from the eastern Corn Belt into the Southeast. The modest Eastern Corn Belt supplies and above-average Southeast supplies likely contributed to declines for CSX and NS—whose YTD carloads declined 15 percent and 1 percent, respectively.

Record Month-to-Month Fuel Surcharge Increase. Most Class I railroads charge a mileage-based fuel surcharge based on the U.S. average diesel price from 2 months prior. Because of this lag, the diesel price increases in March are reflected in May's rail fuel surcharges. Fuel surcharges are further boosted by BNSF's recent change to how it calculates mileage for many routes ([GTR, April 2, 2026, second highlight](#)).

Currently, the weighted average fuel surcharge for May (based on grain carload originations) is 41 cents per car-mile—up 22 cents from April and up 27 cents from May 2025 ([GTR fig. 9](#)). The April-to-May increase marked the largest month-to-month increase in the GTR figure 9 series history. CSX said, effective June 5, it will reinstate a fuel surcharge on its public tariff rates. The surcharge has not applied since December 2021.

Amid high demand for grain rail shipments and in anticipation of higher fuel surcharges, shippers paid a premium for April shuttle train placements in the secondary market. For example, in the week ending April 16, bids/offers for April BNSF shuttle train placements [averaged \\$1,300 per car](#)—well above \$0 per car (the average for April BNSF shuttle placements during the same week in the previous 3 years).

After First-Quarter Dip, Barge Movements Trend Up Along With Spot Rates

In late January and much of February, winter storms caused heavy ice accumulation and low water on the MRS—reducing volumes to significantly below average and raising barge spot rates. To manage the disruptions, the U.S. Coast Guard implemented draft and tow-size restrictions, and barge operators suspended fleeting operations on portions of the MRS ([GTR, January 29, 2026, first highlight](#)).

² Unlike STB's carloading data, AAR's carloading data exclude the U.S. operations of Canadian National Railway (CN) and Canadian Pacific Kansas City (CPKC).

Barge Volumes. During the last week of January, only 71,300 tons of grain passed through St. Louis (Lock and Dam 27)—the lowest weekly total since September 2023 ([GTR fig. 12](#)). First-quarter downbound barged grain shipments through the MRS locks totaled 6.0 million tons—down 20 percent from first quarter 2025 and the lowest first-quarter volumes since 2013.

At the end of February, volumes rose as river conditions improved. Between the week ending February 28 and the week ending May 2, downbound MRS barge movements were 7 percent above average. As of May 2, YTD total barge movements were 9.06 million tons, down 5 percent from the same week last year and 4 percent from average ([GTR table 10](#)).

Barge Rates. Logistical challenges on the MRS raised barge rates from the end of January to early March. For example, first-quarter downbound barge rates from St. Louis, MO, averaged \$21.84 per ton—up 29 percent from last year, up 38 percent from the 3-year average for the first quarter, and the highest since the first-quarter 2022 rate of \$26.38. After peaking at \$24.90 per ton in the week ending February 17, the rate fell for 5 consecutive weeks to \$17.89 in the week ending March 24.

In April, the barge rate from St. Louis averaged \$18.19 per ton, 18 percent above same time last year. For the week ending May 5, St. Louis River 3-month forward rates averaged \$22 per ton—\$7 higher than last year and over \$7 higher than average.

Although barge operators on the MRS do not charge shippers fuel surcharges for grain, the recent rise in diesel prices has raised towing costs. Higher operating costs, along with tight barge supplies and strong grain exports, are contributing to higher spot and forward barge rates.

Dry Bulk Ocean Freight Rates and Vessel Loadings Rise Above Last Year

After falling from late October to mid-January, ocean freight rates for shipping bulk grain have trended up in recent months, owing to strong dry bulk cargo demand and rising bunker fuel prices. Compared to the same period last year, YTD vessel loadings in the U.S. Gulf (as of the week ending April 30) reflect strong export demand.

Rates for Week Ending April 30. For the week ending April 30, the rate from the U.S. Gulf to Japan was \$67.25 per mt—35 percent more than the first week of January and 45 percent above the same period last year. The rate from the Pacific Northwest (PNW) to Japan was \$35.75 per mt—up 35 percent from the beginning of the year and up 31 percent from the same week a year ago. The rate from the U.S. Gulf to Europe was \$22.25—down 1 percent from the beginning of the year and down 1 percent from the same week a year ago.

Several Factors Keep Rates High. Despite the slight dip in U.S. Gulf-to-Europe rates since January's first available rate, ocean freight rates have mostly exceeded that rate so far this year

([GTR fig. 20](#)). Early in the year (especially January), ocean freight rates rose in response to higher grain demand, particularly from Brazil and Argentina.

In addition, strong movements of iron ore and bauxite helped further cushion the usual lull in demand from the pre-Lunar Year holidays. Rates stayed high through February, as China fortified its iron ore inventories. Furthermore, bunker fuel prices have risen since the Middle East conflict began in late February, thereby raising vessel operational costs and pushing up ocean freight rates ([GTR, April 23, 2026](#)).

U.S. Gulf Vessel Loading Activity.

Compared to last year, YTD vessel loading activity has risen in the U.S. Gulf ([GTR table 19](#)). A YTD average of 31 oceangoing vessels were loaded per week, versus 28 vessels during the same period in 2025. In the week ending March 19, 40 vessels were loaded—the Gulf's highest weekly total since October 2021.

Currently, grain vessels traveling from the U.S. Gulf to East Asia may have longer journeys because of congestion at the Panama Canal. The closure of the Strait of Hormuz has rerouted global energy flows, leading to higher wait times for ships (without reservations) seeking to transit the Panama Canal ([GTR, April 30, 2026, third highlight](#)).

Robust MY 2025/26 Grain Exports Driven by Corn and Wheat

In first quarter 2026, exports of corn, wheat, and soybeans totaled 40.7 mmt, up 12 percent from last year—a rise mainly driven by corn and wheat exports.

Corn. Supported by robust purchases from foreign buyers, U.S. corn exports in first quarter 2026 were 10 percent ahead of the same time last year and 40 percent ahead of average.

As of April 30, marketing-year-to-date (MYTD) total commitments were 77.1 mmt, 28 percent ahead of last year. Of the total commitments, 20.9 mmt remained unshipped—4.1 mmt above last year, mainly because of strong sales to Mexico and Japan, which accounted for 41 percent of the unshipped balance ([GTR table 15](#)). MY 2025/26 corn export projections did not change between the March and April [World Agricultural Supply and Demand Estimates](#) (WASDE) reports.

Wheat. At 5.3 mmt, U.S. wheat exports in first quarter 2026 were 8 percent ahead of the same time last year and 4 percent above the average. As of April 30, MYTD total wheat commitments were 24.8 mmt, 16 percent ahead of the same time last year. Of the total commitments, 2.9 mmt remained unshipped—0.5 mmt above the same time last year ([GTR table 17](#)).

With a little over 4 weeks remaining in MY 2025/26, MYTD total commitments (24.8 mmt) were ahead of WASDE's projection of 24.49 mmt for this MYTD period. MY 2025/26 wheat export projections did not change between the March and April WASDE reports.

Soybeans. At 14.0 mmt, U.S. soybean exports in the first quarter 2026 were 18 percent above the same time last year, but 3 percent below average, because of a record Brazilian harvest and the widening price gap between U.S. and Brazilian soybeans. As of April 30, MYTD total soybean commitments were 38.9 mmt, 18 percent behind MY 2024/25.

Of the total commitments, 5.7 mmt remained unshipped—1.4 mmt above last year. China accounted for 21 percent of the total unshipped balance ([GTR table 16](#)). From March to April, WASDE lowered its soybean export projections by 0.95 mmt because of the slow pace of shipments and higher South American exports.

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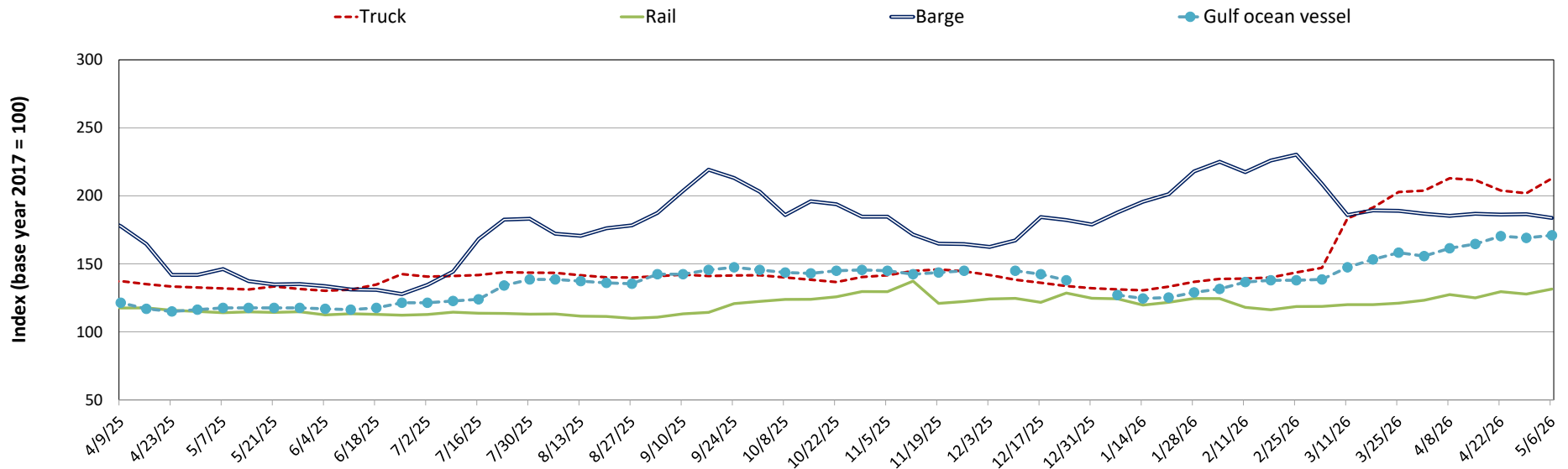
Grains are transported to the domestic and international markets via one or more of the following modes: truck, rail, barge, and oceangoing vessel. Monitoring the cost of transportation for each mode is vital to the marketing decision making process.

Table 1. Grain transport cost indicators

For the week ending:	Truck	Rail	Barge	Ocean	
				Gulf	Pacific
05/06/26	213	131	184	171	170
04/29/26	202	128	187	169	166
05/07/25	132	114	146	118	129

Note: Base year 2017 = 100. Weekly updates include truck = diesel (\$/gallon); rail = near-month secondary rail market value and monthly tariff rate with fuel surcharge for select shuttle train routes (\$/car); barge = Illinois River barge rate (index = percent of tariff rate); ocean = routes to Japan (\$/metric ton); n/a = not available.
Source: USDA, Agricultural Marketing Service.

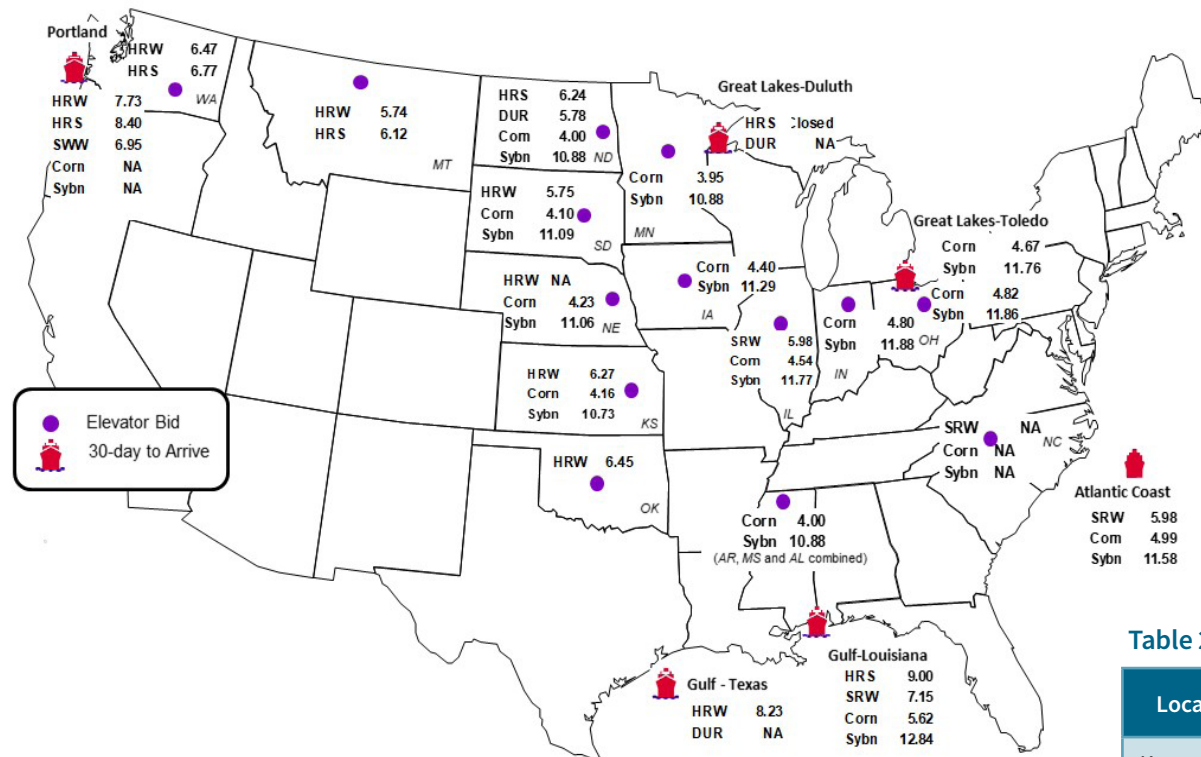
Figure 1. Grain transportation cost indicators as of week ending 5/6/26



Source: USDA, Agricultural Marketing Service.

Figure 2. Grain bid summary

The grain bid summary illustrates the market relationships for commodities. Positive and negative adjustments in differential between terminal and futures markets, and the relationship to inland market points, are indicators of changes in fundamental market supply and demand. The map may be used to monitor market and time differentials.



Inland bids: 12% HRW, 14% HRS, #1 SRW, #1 DUR, #1 SWW, #2 Y Corn, #1 Y Soybeans
 Export bids: Ord HRW, 14% HRS, #2 SRW, #2 DUR, #2 SWW, #2 Y Corn, #1 Soybeans
 Note: HRW = Hard red winter wheat, HRS = Hard red spring wheat, SRW = Soft red winter wheat, DUR = Durum, SWW = Soft white winter wheat, Y = Yellow, Ord = Ordinary. Data from tables 2a and 2b derived from map information.
 Sources: For U.S. inland data: GeoGrain, and USDA, Agricultural Marketing Service (AMS), *Market News Report*. For corn & soybean export bids: USDA, AMS, *Export Grain Bids Report*. For wheat bids: U.S. Wheat Associates, *Weekly Wheat Report*.

Table 2a. Market update: U.S. origins to export position price spreads (\$/bushel)

Commodity	Origin-destination	5/1/2026	4/24/2026
Corn	IL-Gulf	-1.08	-1.17
Corn	NE-Gulf	-1.39	-1.48
Soybean	IA-Gulf	-1.55	-1.61
HRW	KS-Gulf	-1.96	-2.16
HRS	ND-Portland	-2.16	-1.95

Note: nq = no quote; n/a = not available; HRW = hard red winter wheat; HRS = hard red spring wheat.
 Source: USDA, Agricultural Marketing Service.

Table 2b. Futures

Location	Grain	Month	5/1/2026	Week ago 4/24/2026	Year ago 5/2/2025
Kansas City	Wheat	May	6.944	6.696	5.412
Minneapolis	Wheat	May	7.040	6.760	6.110
Chicago	Wheat	May	6.376	6.168	5.430
Chicago	Corn	May	4.802	4.634	4.688
Chicago	Soybean	May	12.034	11.786	10.574

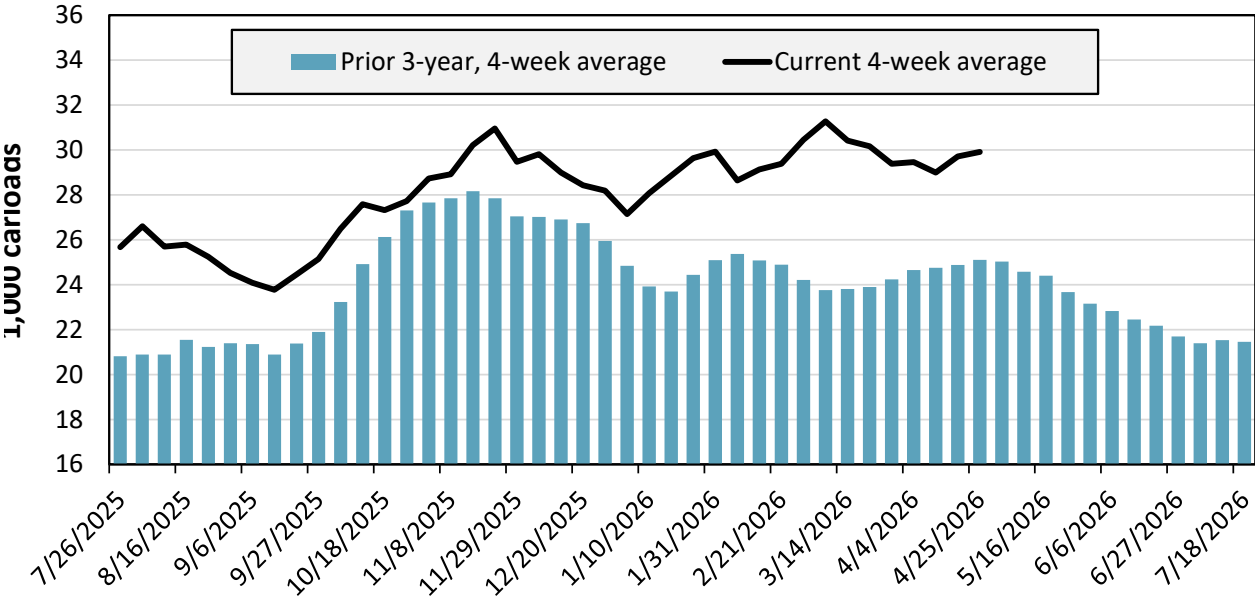
Sources: Chicago Mercantile Exchange (CME), Group Grain, and *Oilseed Futures Report*.

Table 3. Class I rail carrier grain car bulletin (grain carloads originated)

For the week ending: 4/25/2026	East		West		Central U.S.		U.S. total
	CSX	NS	BNSF	UP	CPKC	CN	
This week	1,518	2,625	12,938	7,522	3,353	1,787	29,743
This week last year	1,393	3,345	12,867	7,576	2,396	1,706	29,283
2026 YTD	24,534	42,951	212,108	113,642	56,839	28,642	478,716
2025 YTD	28,333	49,181	187,769	98,460	42,595	23,466	429,804
2026 YTD as % of 2025 YTD	87	87	113	115	133	122	111
Last 4 weeks as % of 2025	103	87	109	108	134	110	109
Last 4 weeks as % of 3-yr. avg.	89	97	121	121	140	138	119
Total 2025	81,717	140,116	608,958	313,968	157,757	79,502	1,382,018

Note: The last 4-week percentages compare the most recent 4 weeks of data to the analogous 4 weeks from the prior year and to the analogous 4 weeks in the prior 3 years. CSX = CSX Transportation; NS = Norfolk Southern; BNSF = BNSF; Railway UP = Union Pacific; CN = Canadian National; CPKC = Canadian Pacific Kansas City; YTD = year-to-date; avg. = average; yr. = year. CPKC and CN report carloads for their U.S.-operations only, so the U.S. total reflects originated carloads for all six Class I railroads.
Source: Surface Transportation Board.

Figure 3. Total weekly U.S. Class I railroad grain carloads



For the 4 weeks ending April 25, grain carloads were up 1 percent from the previous week, up 9 percent from last year, and up 19 percent from the 3-year average.

Source: Surface Transportation Board.

Table 4a. Rail service metrics—grain unit train origin dwell times and train speeds

For the week ending: 4/24/2026		East		West		Central U.S.		U.S. Average
		CSX	NS	BNSF	UP	CN	CPKC	
Average grain unit train origin dwell times (hours)	This week	36.8	29.2	27.3	17.5	8.9	20.3	23.3
	Average over last 4 weeks	27.3	26.5	26.6	17.9	13.5	19.9	21.9
	Average of same 4 weeks last year	50.2	28.0	18.8	15.2	11.4	n/a	24.7
Average grain unit train speeds (miles per hour)	This week	22.4	16.5	23.5	23.2	23.3	18.7	21.3
	Average over last 4 weeks	22.9	17.3	24.0	23.5	22.4	19.1	21.5
	Average of same 4 weeks last year	21.7	18.2	24.6	22.1	23.9	n/a	22.1

Note: NS = Norfolk Southern; UP = Union Pacific; CN = Canadian National; CPKC = Canadian Pacific Kansas City; n/a = not available.

These service metrics are published weekly on the [Surface Transportation Board's website](#) and on [AgTransport](#). For more information on each service metric, see [49 CFR § 1250.2](#).

Source: Surface Transportation Board.

Table 4b. Rail service metrics—unfilled grain car orders and delays

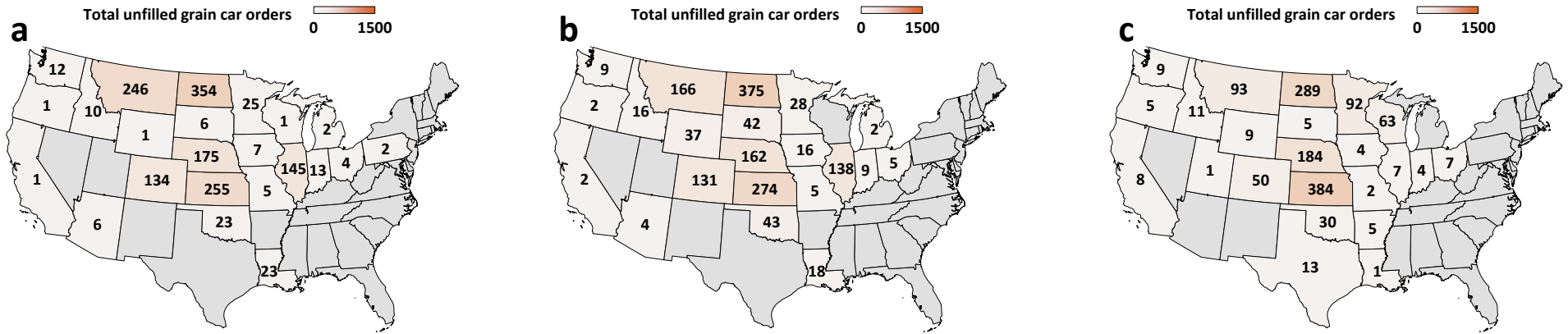
For the week ending: 4/24/2026		East		West		Central U.S.		U.S. Total
		CSX	NS	BNSF	UP	CN	CPKC	
Average number of empty grain cars not moved in over 48 hours	This week	51	24	275	44	4	174	572
	Average over last 4 weeks	48	24	343	44	12	230	701
	Average of same 4 weeks last year	59	8	309	92	12	n/a	480
Average number of loaded grain cars not moved in over 48 hours	This week	28	152	582	50	3	257	1,072
	Average over last 4 weeks	47	144	461	46	25	244	967
	Average of same 4 weeks last year	127	197	277	82	8	n/a	691
Average number of grain unit trains held	This week	0	0	7	4	1	5	17
	Average over last 4 weeks	0	1	6	3	1	4	15
	Average of same 4 weeks last year	1	1	9	6	0	n/a	16
Total unfilled manifest grain car orders	This week	37	18	931	465	0	0	1,451
	Average over last 4 weeks	32	9	791	550	0	127	1,508
	Average of same 4 weeks last year	12	2	267	621	0	n/a	902

Note: NS = Norfolk Southern; UP = Union Pacific; CN = Canadian National; CPKC = Canadian Pacific Kansas City; n/a = not available.

These service metrics are published weekly on the [Surface Transportation Board's website](#) and on [AgTransport](#). For more information on each service metric, see [49 CFR § 1250.2](#).

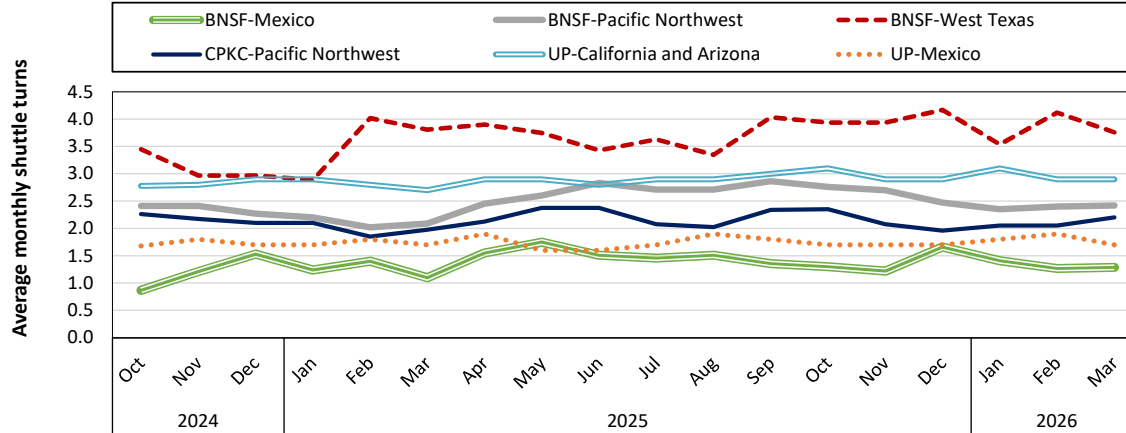
Source: Surface Transportation Board.

Figure 4. Unfilled manifest grain car orders by State for the week ending 4/24/2026 (a); average over last 4 weeks (b); and average over same 4 weeks last year (c)



Note: Unfilled grain car orders for Kansas City Southern Railway (now part of Canadian Pacific Kansas City) are not included because those metrics are not reported at the State level.
Source: Surface Transportation Board. Map credits: Bing, GeoNames, Microsoft, TomTom.

Figure 5. Average monthly turns for grain shuttle trains, by railroad and region

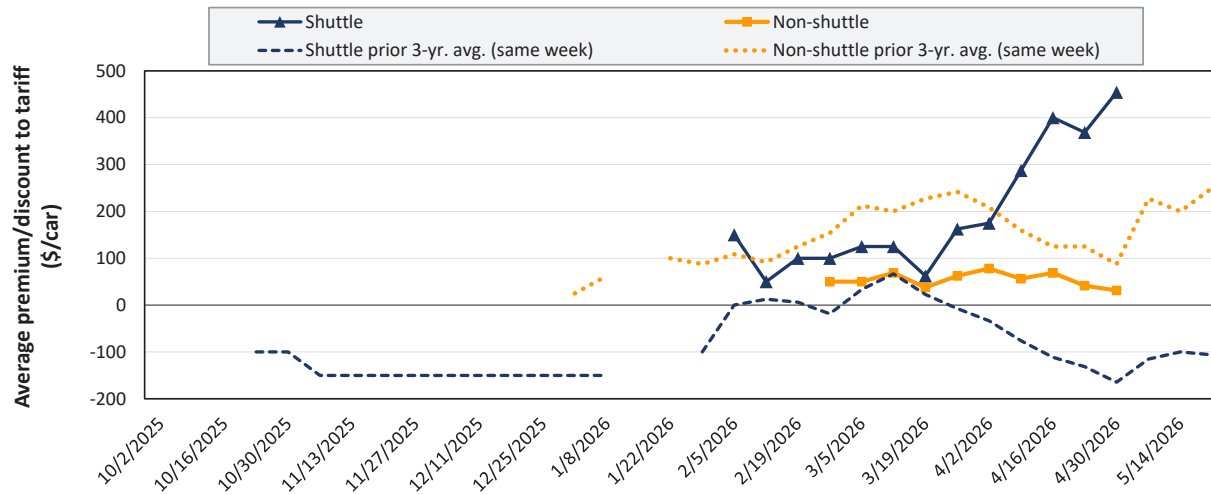


In March 2026, BNSF Railway's average monthly grain shuttle turns were 1.3 to Mexico, 2.4 to the Pacific Northwest, and 3.8 to West Texas. CPKC's shuttle turns averaged 2.2 to the Pacific Northwest. Union Pacific Railroad's shuttle turns averaged 2.9 to California and Arizona, and they averaged 1.7 to Mexico.

Note: A "shuttle turn" refers to the number of trips completed per month by a single train. Additional data (including additional regions and planned turns) are available on [AgTransport](https://www.agtransport.com/). BNSF = BNSF Railway; CPKC = Canadian Pacific Kansas City; UP = Union Pacific Railroad.
Source: Surface Transportation Board.

Railroads periodically auction guaranteed grain car service for an individual trip or a period of time (e.g., 1 year). This ordering system is referred to as the “primary market.” Once grain shippers acquire guaranteed freight on the primary market, they can trade that freight with other shippers through a broker. These transactions are referred to as the “secondary market.” Secondary rail values are indicators of rail service quality and demand/supply. The values published herein are market indicators only and do not represent guaranteed prices.

Figure 6. Secondary market bids/offers for railcars to be delivered in May 2026



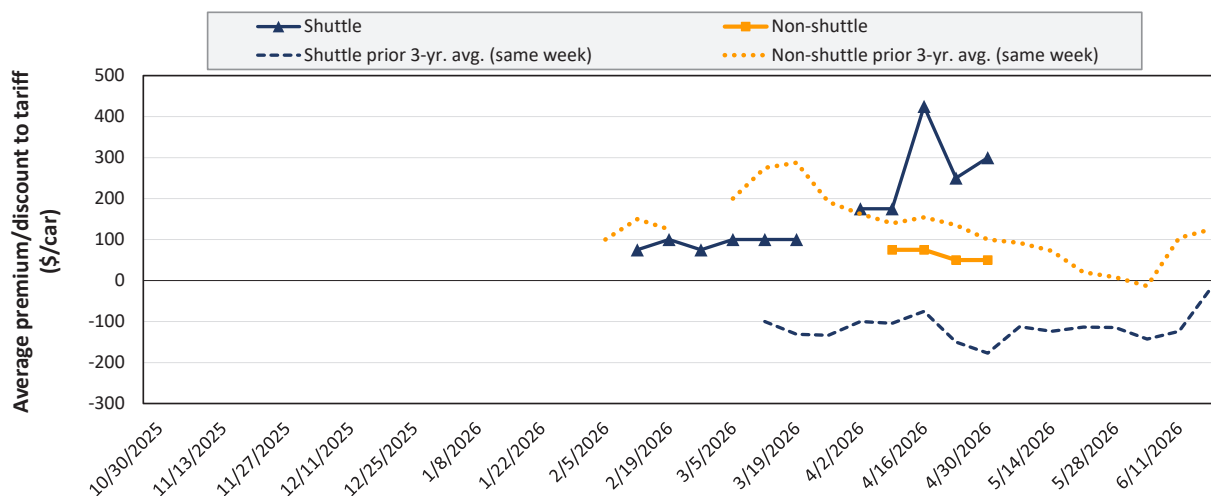
Average non-shuttle bids/offers fell \$10 this week, and are \$47 below the peak.

Average shuttle bids/offers rose \$85 this week and are at the peak.

4/30/2026	BNSF	UP
Non-Shuttle	\$38	\$25
Shuttle	\$775	\$133

Note: Shuttle bids/offers are for shuttle trains—110+ grain cars that travel from a single origin to a single destination. Non-shuttle bids/offers are for cars in manifest service.
n/a = not available; avg. = average; yr. = year; BNSF = BNSF Railway; UP = Union Pacific Railroad.
Source: USDA, Agricultural Marketing Service analysis of data from the Malsam Company.

Figure 7. Secondary market bids/offers for railcars to be delivered in June 2026



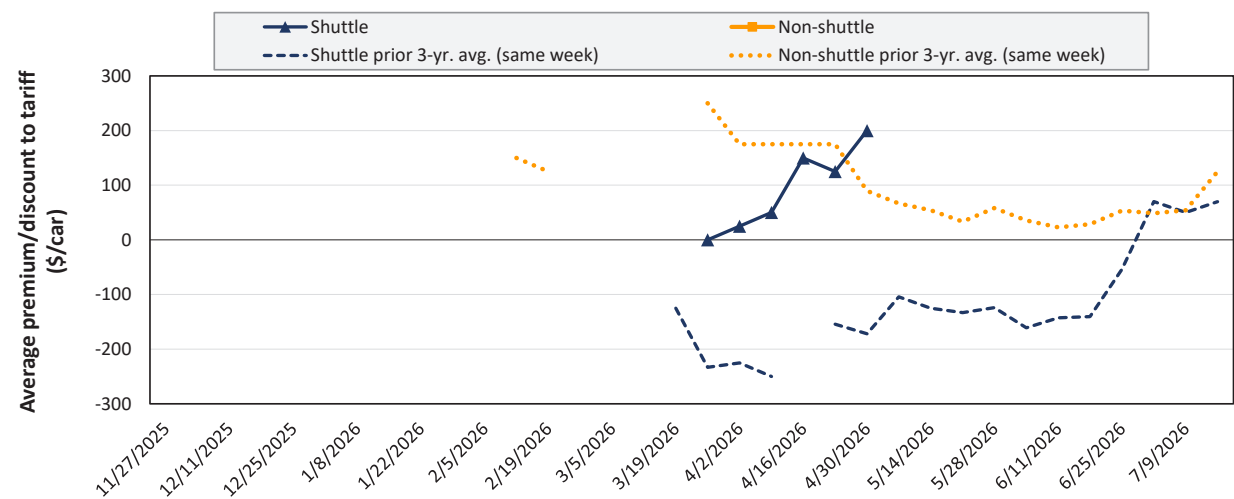
Average non-shuttle bids/offers are unchanged this week, and are \$25 below the peak.

Average shuttle bids/offers rose \$50 this week and are \$125 below the peak.

4/30/2026	BNSF	UP
Non-Shuttle	\$50	\$50
Shuttle	\$300	n/a

Note: Shuttle bids/offers are for shuttle trains—110+ grain cars that travel from a single origin to a single destination. Non-shuttle bids/offers are for cars in manifest service. n/a = not available; avg. = average; yr. = year; BNSF = BNSF Railway; UP = Union Pacific Railroad.
Source: USDA, Agricultural Marketing Service analysis of data from the Malsam Company.

Figure 8. Secondary market bids/offers for railcars to be delivered in July 2026



There were no non-shuttle bids/offers this week.

Average shuttle bids/offers rose \$75 this week and are at the peak.

4/30/2026	BNSF	UP
Non-Shuttle	n/a	n/a
Shuttle	\$200	n/a

Note: Shuttle bids/offers are for shuttle trains—110+ grain cars that travel from a single origin to a single destination. Non-shuttle bids/offers are for cars in manifest service. n/a = not available; avg. = average; yr. = year; BNSF = BNSF Railway; UP = Union Pacific Railroad.
Source: USDA, Agricultural Marketing Service analysis of data from the Malsam Company.

Table 5. Weekly secondary railcar market (dollars per car)

For the week ending: 4/30/2026		Delivery period					
		May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26
Non-shuttle	BNSF	38	50	n/a	n/a	n/a	n/a
	Change from last week	5	0	n/a	n/a	n/a	n/a
	Change from same week 2025	-200	-25	n/a	n/a	n/a	n/a
	UP	25	50	n/a	n/a	n/a	n/a
	Change from last week	-25	0	n/a	n/a	n/a	n/a
	Change from same week 2025	100	50	n/a	n/a	n/a	n/a
Shuttle	BNSF	775	300	200	100	n/a	n/a
	Change from last week	175	50	75	50	n/a	n/a
	Change from same week 2025	813	263	188	50	n/a	n/a
	UP	133	n/a	n/a	n/a	n/a	n/a
	Change from last week	-5	n/a	n/a	n/a	n/a	n/a
	Change from same week 2025	406	n/a	n/a	n/a	n/a	n/a
	CPKC	-50	100	50	n/a	n/a	n/a
	Change from last week	-175	0	-50	n/a	n/a	n/a
	Change from same week 2025	17	n/a	n/a	n/a	n/a	n/a

Note: Shuttle bids/offers are for shuttle trains—110+ grain cars that travel from a single origin to a single destination. Non-shuttle bids/offers are for cars in manifest service. Bids and offers represent a premium/discount to tariff rates; n/a = not available; BNSF = BNSF Railway; UP = Union Pacific Railroad; CPKC = Canadian Pacific Kansas City.
Source: USDA, Agricultural Marketing Service analysis of data from the Malsam Company.

A tariff is a document issued by railroads that shows rules, rates, and charges for common carrier rail service. The tariff rate, together with fuel surcharges and any primary or secondary freight costs, constitutes the full cost of shipping grain by rail.

Table 6. Rail tariff rates for wheat shipments, May 2026

Primary wheat class	Railroad	Origin	Destination	Train type	Tariff (per car)	Fuel surcharge (per car)	Tariff + fuel surcharge (per car)	Tariff + fuel surcharge (per bushel)	Tariff + fuel surcharge (per metric ton)	Percent Y/Y change
Durum	BNSF	Williston, ND	St. Louis, MO	Shuttle	\$5,832	\$419.56	\$6,251.56	\$1.69	\$62.08	8.9
	BNSF	Williston, ND	Superior, WI	Shuttle	\$4,291	\$209.78	\$4,500.78	\$1.22	\$44.69	8.6
	CPKC	Westby, MT	St. Louis, MO	Unit	\$5,788	\$1,083.81	\$6,871.81	\$1.86	\$68.24	13.9
	UP	Yuma, AZ	Houston, TX	Manifest	\$6,025	\$782.61	\$6,807.61	\$1.84	\$67.60	-0.4
Hard red spring (HRS)	BNSF	Alton (Hillsboro), ND	Chicago, IL	DET	\$4,804	\$243.10	\$5,047.10	\$1.36	\$50.12	8.1
	BNSF	Alton (Hillsboro), ND	PNW (Seattle, WA)	Shuttle	\$6,215	\$584.46	\$6,799.46	\$1.84	\$67.52	10.6
	BNSF	Alton (Hillsboro), ND	Superior, WI	Shuttle	\$2,865	\$112.88	\$2,977.88	\$0.80	\$29.57	10.6
	BNSF	Alton (Hillsboro), ND	Texas Gulf (Houston, TX)	Shuttle	\$5,732	\$608.26	\$6,340.26	\$1.71	\$62.96	13.8
	BNSF	Bucyrus, ND	PNW (Seattle, WA)	Shuttle	\$5,838	\$514.76	\$6,352.76	\$1.72	\$63.09	10.4
	BNSF	Macon, MT	PNW (Seattle, WA)	Shuttle	\$5,412	\$427.04	\$5,839.04	\$1.58	\$57.98	10.1
	CPKC	Minot, ND	Kalama, WA	Unit	\$5,298	\$959.60	\$6,257.60	\$1.69	\$62.14	6.2
	CPKC	Nekoma, ND	Chicago, IL	Manifest	\$5,030	\$576.71	\$5,606.71	\$1.52	\$55.68	10.7
Hard red winter (HRW)	BNSF	Concordia, KS	Greenwood (Mendota), IL	Shuttle	\$3,400	\$221.00	\$3,621.00	\$0.98	\$35.96	-7.3
	BNSF	Enid, OK	Texas Gulf (Houston, TX)	Shuttle	\$3,600	\$270.98	\$3,870.98	\$1.05	\$38.44	-8.9
	BNSF	Garden City, KS	PNW (Seattle, WA)	Shuttle	\$5,800	\$730.32	\$6,530.32	\$1.76	\$64.85	-4.9
	BNSF	Garden City, KS	San Bernardino, CA	DET	\$5,700	\$513.40	\$6,213.40	\$1.68	\$61.70	6.2
	BNSF	Garden City, KS	Texas Gulf (Houston, TX)	Shuttle	\$4,200	\$374.00	\$4,574.00	\$1.24	\$45.42	-5.9
	BNSF	Salina, KS	Texas Gulf (Houston, TX)	Shuttle	\$4,000	\$386.24	\$4,386.24	\$1.19	\$43.56	-6.1
	BNSF	Wichita, KS	Birmingham, AL	Shuttle	\$3,500	\$318.24	\$3,818.24	\$1.03	\$37.92	-8.4
	BNSF	Wichita, KS	Chicago, IL	DET	\$3,700	\$216.92	\$3,916.92	\$1.06	\$38.90	-8.4
	BNSF	Wichita, KS	Texas Gulf (Houston, TX)	Shuttle	\$3,900	\$346.12	\$4,246.12	\$1.15	\$42.17	-5.0
	UP	Byers, CO	Houston, TX	Shuttle	\$4,525	\$662.91	\$5,187.91	\$1.40	\$51.52	-1.6
	UP	Goodland, KS	Kansas City, MO	Manifest	\$4,967	\$247.95	\$5,214.95	\$1.41	\$51.79	4.2
	UP	Medford, OK	Houston, TX	Shuttle	\$3,775	\$327.18	\$4,102.18	\$1.11	\$40.74	-5.6
	UP	Salina, KS	Houston, TX	Shuttle	\$4,025	\$436.05	\$4,461.05	\$1.21	\$44.30	-4.2
HRS/HRW	BNSF	Bowdle, SD	Chicago, IL	DET	\$4,791	\$262.48	\$5,053.48	\$1.37	\$50.18	8.4
	BNSF	Conrad, MT	PNW (Seattle, WA)	Shuttle	\$4,439	\$331.50	\$4,770.50	\$1.29	\$47.37	10.8
Soft white	BNSF	Templin (Ritzville), WA	PNW (Seattle, WA)	Shuttle	\$2,032	\$163.20	\$2,195.20	\$0.59	\$21.80	6.5
All classes (To East Coast flour mills)	CSX	Chicago, IL	Albany, NY	Manifest	\$8,611	\$0.00	\$8,611.00	\$2.33	\$85.51	3.2
	CSX	Chicago, IL	Albany, NY	Unit	\$7,676	\$0.00	\$7,676.00	\$2.07	\$76.23	3.5
	CSX	Chicago, IL	Buffalo, NY	Manifest	\$6,102	\$0.00	\$6,102.00	\$1.65	\$60.60	3.0
	CSX	Chicago, IL	Indiantown, FL	Manifest	\$8,832	\$0.00	\$8,832.00	\$2.39	\$87.71	0.0

Note: Chicago, IL, serves as an interchange point between eastern and western Class I railroads. In the table above, all routes with Chicago as either an origin or destination are subject to “[Rule 11](#)”—meaning their rate must be combined with a tariff rate from another railroad. (For example, rates for Wichita, KS, to Albany, NY, would combine Wichita to Chicago and Chicago to Albany.) All rates (except Goodland, KS, to Kansas City, MO) are for railroad-owned, large covered hoppers (C-114), which each carry 111 short tons (100.7 metric tons). The Goodland-to-Kansas City route is for small covered hoppers (C-113), which each carry 100 short tons (90.7 metric tons). A bushel of wheat weighs 60 pounds. Percentage change year to year (Y/Y) is calculated using the tariff rate plus fuel surcharge. DET = Domestic Efficiency Trains. DET trains—on BNSF Railway (BNSF) only—are composed of 110 cars loaded at a single origin and split en route to multiple destinations. For mileage calculations, BNSF uses “Seattle, WA” for all Pacific Northwest (PNW) locations and “Houston, TX” for all Texas Gulf locations. CPKC = Canadian Pacific Kansas City. CSX = CSX Transportation. UP = Union Pacific Railroad. A larger dataset (with additional routes, calculations, and shipment characteristics) is available on [AgTransport](#).

Source: BNSF Railway, CPKC, CSX Transportation, and Union Pacific Railroad.

Table 7. Rail tariff rates for corn and soybean unit/shuttle train shipments, May 2026

Commodity	Railroad	Origin	Destination	Car Ownership	Tariff (per car)	Fuel surcharge (per car)	Tariff + fuel surcharge (per car)	Tariff + fuel surcharge (per bushel)	Tariff + fuel surcharge (per metric ton)	Percent Y/Y change
Corn	BNSF	Clarkfield, MN	Hereford, TX	Railroad	\$5,600	\$378.42	\$5,978.42	\$1.51	\$59.37	1.4
	BNSF	Clarkfield, MN	PNW (Seattle, WA)	Railroad	\$5,470	\$650.76	\$6,120.76	\$1.54	\$60.78	8.9
	BNSF	Edison, NE	Hanford, CA	Railroad	\$5,460	\$626.96	\$6,086.96	\$1.54	\$60.45	-1.2
	BNSF	Edison, NE	Hereford, TX	Railroad	\$4,500	\$267.24	\$4,767.24	\$1.20	\$47.34	-6.6
	BNSF	Edison, NE	PNW (Seattle, WA)	Railroad	\$5,350	\$718.76	\$6,068.76	\$1.53	\$60.27	10.2
	BNSF	Greenwood (Mendota), IL	Hereford, TX	Railroad	\$4,620	\$319.94	\$4,939.94	\$1.25	\$49.06	6.4
	BNSF	Phelps (Rock Port), MO	Clovis, NM	Railroad	\$4,260	\$261.12	\$4,521.12	\$1.14	\$44.90	-7.1
	BNSF	Phelps (Rock Port), MO	Texas Gulf (Houston, TX)	Railroad	\$4,000	\$401.88	\$4,401.88	\$1.11	\$43.71	-4.8
	BNSF	Selby, SD	PNW (Seattle, WA)	Railroad	\$5,430	\$566.10	\$5,996.10	\$1.51	\$59.54	7.9
	BNSF	St. Cloud, MN	PNW (Seattle, WA)	Railroad	\$5,430	\$641.58	\$6,071.58	\$1.53	\$60.29	8.8
	CN	Gibson City, IL	Reserve, LA	Private	\$2,301	\$593.34	\$2,894.34	\$0.73	\$28.74	21.9
	CN	Gibson City, IL	Reserve, LA	Railroad	\$2,681	\$593.34	\$3,274.34	\$0.83	\$32.52	18.9
	CPKC	Delhi, LA	Morton, MS	Railroad	\$1,342	\$83.30	\$1,425.30	\$0.36	\$14.15	2.8
	CPKC	Enderlin, ND	Kalama, WA	Railroad	\$5,047	\$1,103.60	\$6,150.60	\$1.55	\$61.08	11.8
	CPKC	Glenwood, MN	Boardman, OR	Railroad	\$5,513	\$1,061.97	\$6,574.97	\$1.66	\$65.29	10.5
	CSX	Haw Creek (Ladoga), IN	Ozark, AL	Railroad	\$6,241	\$0.00	\$6,241.00	\$1.57	\$61.98	4.7
	CSX	Marysville, OH	Rose Hill, NC	Railroad	\$6,378	\$0.00	\$6,378.00	\$1.61	\$63.34	3.9
	CSX	Olney, IL	Fairmount, GA	Railroad	\$4,891	\$0.00	\$4,891.00	\$1.23	\$48.57	3.9
	UP	Allen Station (San Jose), IL	Pittsburg, TX	Railroad	\$3,935	\$393.87	\$4,328.87	\$1.09	\$42.99	0.9
	UP	Frankfort, KS	Calipatria, CA	Railroad	\$5,855	\$896.04	\$6,751.04	\$1.70	\$67.04	4.2
Soybeans	UP	Mead, NE	Keyes, CA	Railroad	\$6,015	\$990.09	\$7,005.09	\$1.77	\$69.56	4.8
	UP	Nebraska City, NE	Amarillo, TX	Railroad	\$4,855	\$406.98	\$5,261.98	\$1.33	\$52.25	0.8
	UP	Sloan, IA	Burley, ID	Railroad	\$5,535	\$670.32	\$6,205.32	\$1.57	\$61.62	2.8
	UP	Sterling, IL	Nashville, AR	Railroad	\$4,075	\$412.11	\$4,487.11	\$1.13	\$44.56	1.0
	BNSF	Argyle, MN	PNW (Seattle, WA)	Railroad	\$6,135	\$593.64	\$6,728.64	\$1.82	\$66.82	7.3
	BNSF	Argyle, MN	Texas Gulf (Houston, TX)	Railroad	\$5,185	\$564.74	\$5,749.74	\$1.55	\$57.10	-15.8
	BNSF	Casselton, ND	PNW (Seattle, WA)	Railroad	\$6,085	\$574.94	\$6,659.94	\$1.80	\$66.14	7.1
	BNSF	Casselton, ND	St. Louis, MO	Railroad	\$3,400	\$301.92	\$3,701.92	\$1.00	\$36.76	6.5
	BNSF	Mitchell, SD	PNW (Seattle, WA)	Railroad	\$6,185	\$715.36	\$6,900.36	\$1.86	\$68.52	9.0
	CN	Gibson City, IL	Reserve, LA	Private	\$2,301	\$593.34	\$2,894.34	\$0.78	\$28.74	21.9
	CN	Gibson City, IL	Reserve, LA	Railroad	\$2,681	\$593.34	\$3,274.34	\$0.88	\$32.52	18.9
	CPKC	Enderlin, ND	Kalama, WA	Railroad	\$5,785	\$1,103.60	\$6,888.60	\$1.86	\$68.41	10.4
	CPKC	Enderlin, ND	East St. Louis, IL	Railroad	\$3,526	\$834.02	\$4,360.02	\$1.18	\$43.30	12.6
	CSX	Casey, IL	Mobile, AL	Private	\$3,646	\$0.00	\$3,646.00	\$0.99	\$36.21	0.0
	CSX	Marion, OH	Chesapeake, VA	Private	\$3,214	\$0.00	\$3,214.00	\$0.87	\$31.92	0.0
	UP	Canton, KS	Houston, TX	Railroad	\$3,650	\$425.79	\$4,075.79	\$1.10	\$40.47	-24.2
	UP	Cozad, NE	Kalama, WA	Railroad	\$5,140	\$890.34	\$6,030.34	\$1.63	\$59.88	-8.8
	UP	Cozad, NE	Houston, TX	Railroad	\$4,010	\$614.46	\$4,624.46	\$1.25	\$45.92	-20.7
	UP	Sloan, IA	Ama, LA	Railroad	\$4,090	\$701.67	\$4,791.67	\$1.30	\$47.58	-19.6

Note: Shuttle/unit trains are composed of 90+ grain cars that travel from a single origin to a single destination. All rates are for large covered hoppers (C-114), which each carry 111 short tons (100.7 metric tons). A bushel of corn weighs 56 pounds, and a bushel of soybeans weighs 60 pounds. Percentage change year to year (Y/Y) is calculated using the tariff rate plus fuel surcharge. For mileage calculations, BNSF Railway (BNSF) uses "Seattle, WA" for all Pacific Northwest (PNW) locations and "Houston, TX" for all Texas Gulf locations. CN = Canadian National Railway. CPKC = Canadian Pacific Kansas City. CSX = CSX Transportation. UP = Union Pacific Railroad. n/a = not available. A larger dataset (with additional routes, calculations, and shipment characteristics) is available on [AgTransport](#).

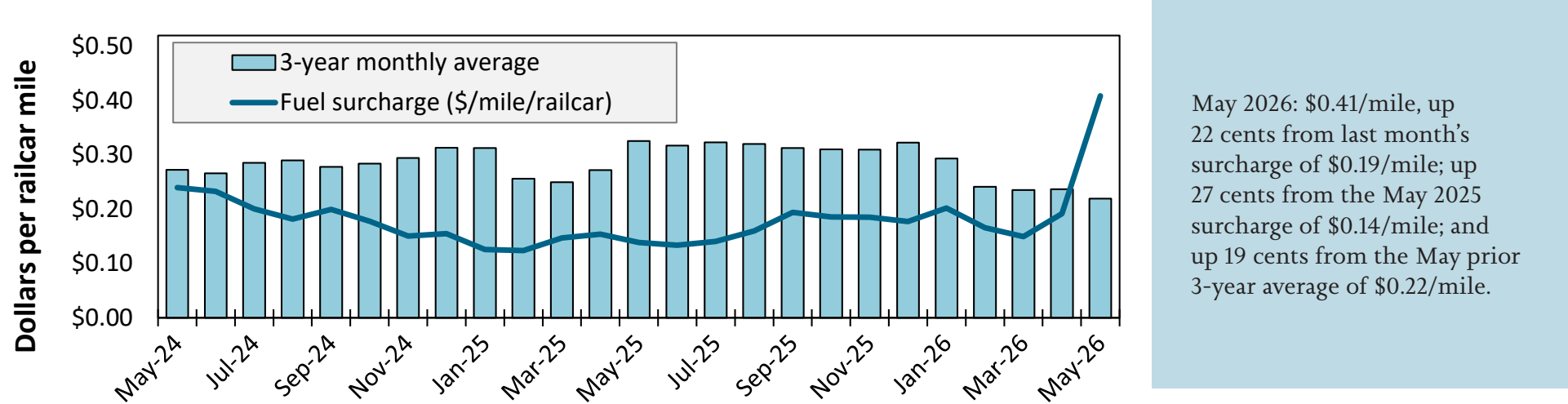
Source: BNSF Railway, Canadian National Railway, CPKC, CSX Transportation, and Union Pacific Railroad.

Table 8. Rail tariff rates for U.S. bulk grain shipments to Mexico, May 2026

Commodity	US origin	US border city	US railroad	Train type	US Tariff Rate per car (USD)	US Fuel Surcharge per car (USD)	US Rate Plus Fuel Surcharge per car (USD)	US Tariff Rate + Fuel Surcharge per bushel (USD)	US Tariff Rate + Fuel Surcharge per metric ton (USD)	Percent Y/Y
Corn	Adair, IL	El Paso, TX	BNSF	Shuttle	\$4,641	\$436	\$5,077	\$1.27	\$49.97	8.6%
	Atchison, KS	Laredo, TX	CPKC	Non-shuttle	\$5,080	\$900	\$5,980	\$1.50	\$58.86	7.7%
	Council Bluffs, IA	Laredo, TX	CPKC	Non-shuttle	\$5,550	\$995	\$6,545	\$1.64	\$64.42	7.7%
	Kansas City, MO	Laredo, TX	CPKC	Non-shuttle	\$5,005	\$859	\$5,864	\$1.47	\$57.71	7.4%
	Marshall, MO	Laredo, TX	CPKC	Non-shuttle	\$5,190	\$911	\$6,101	\$1.53	\$60.05	7.6%
	Pontiac, IL	Eagle Pass, TX	UP	Shuttle	\$4,535	\$728	\$5,263	\$1.32	\$51.80	3.8%
	Sterling, IL	Eagle Pass, TX	UP	Shuttle	\$4,655	\$756	\$5,411	\$1.35	\$53.26	4.0%
	Superior, NE	El Paso, TX	BNSF	Shuttle	\$4,622	\$343	\$4,965	\$1.24	\$48.87	-2.5%
Soybeans	Atchison, KS	Laredo, TX	CPKC	Non-shuttle	\$5,080	\$900	\$5,980	\$1.60	\$58.86	7.7%
	Brunswick, MO	El Paso, TX	BNSF	Shuttle	\$4,325	\$370	\$4,695	\$1.26	\$46.21	-13.4%
	Grand Island, NE	Eagle Pass, TX	UP	Shuttle	\$4,950	\$693	\$5,643	\$1.51	\$55.54	-14.7%
	Hardin, MO	Eagle Pass, TX	BNSF	Shuttle	\$4,325	\$369	\$4,694	\$1.26	\$46.20	-13.4%
	Kansas City, MO	Laredo, TX	CPKC	Non-shuttle	\$5,005	\$859	\$5,864	\$1.57	\$57.71	7.4%
	Roelyn, IA	Eagle Pass, TX	UP	Shuttle	\$5,035	\$726	\$5,761	\$1.54	\$56.70	-14.2%
Wheat	FT Worth, TX	El Paso, TX	BNSF	DET	\$3,000	\$267	\$3,267	\$0.87	\$32.15	-20.5%
	FT Worth, TX	El Paso, TX	BNSF	Shuttle	\$2,800	\$267	\$3,067	\$0.82	\$30.19	-16.5%
	Great Bend, KS	Laredo, TX	UP	Shuttle	\$4,325	\$520	\$4,845	\$1.30	\$47.68	1.0%
	Kansas City, MO	Laredo, TX	CPKC	Non-shuttle	\$5,005	\$859	\$5,864	\$1.57	\$57.71	7.4%
	Wichita, KS	Laredo, TX	UP	Shuttle	\$4,065	\$458	\$4,523	\$1.21	\$44.52	0.4%

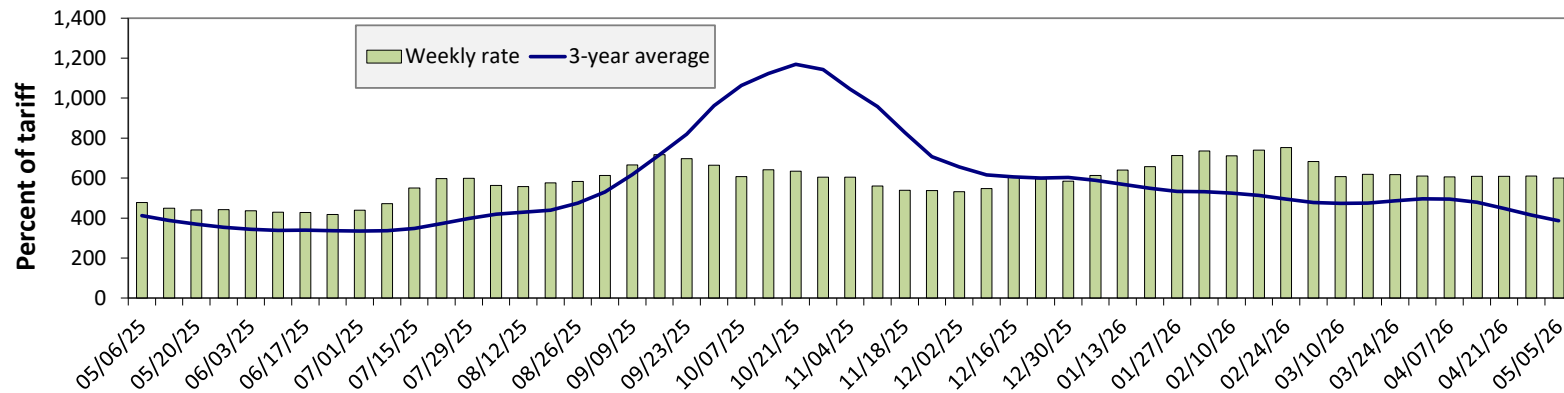
Note: After December 2021, U.S. railroads stopped reporting "through rates" from the U.S. origin to the Mexican destination. Thus, the table shows "Rule 11 rates," which cover only the portion of the shipment from a U.S. origin to locations on the U.S.-Mexico border. The Rule 11 rates apply only to shipments that continue into Mexico, and the total cost of the shipment would include a separate rate obtained from a Mexican railroad. The rates apply to jumbo covered hopper ("C114") cars. The "shuttle" train type applies to qualified shipments (typically, 110 cars) that meet railroad efficiency requirements. The "non-shuttle" train type applies to Kansas City Southern (KCS) (now CPKC) shipments and is made up of 75 cars or more (except the Marshall, MO, rate is for a 50-74 car train). BNSF Railway's domestic efficiency trains (DET) are shuttle-length trains (typically 110 cars) that can be split en route for unloading at multiple destinations. Percentage change month to month (M/M) and year to year (Y/Y) are calculated using the tariff rate plus fuel surcharge. For a larger list of to-the-border rates, see [AgTransport](#).
Source: BNSF Railway, Union Pacific Railroad, and CPKC (formerly, Kansas City Southern Railway).

Figure 9. Railroad fuel surcharges, North American weighted average



Note: Weighted by each Class I railroad's proportion of grain traffic for the prior year.
Source: BNSF Railway, Canadian National Railway, CSX Transportation, Canadian Pacific Railway, Union Pacific Railroad, Kansas City Southern Railway, Norfolk Southern Corporation.

Figure 10. Illinois River barge freight rate



For the week ending May 5: 2 percent lower than the previous week; 26 percent higher than last year; and 55 percent higher than the 3-year average.

Note: Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); 3-year avg. = 4-week moving average of the 3-year average.

Source: USDA, Agricultural Marketing Service.

Table 9. Weekly barge freight rates: southbound only

Measure	Date	Twin Cities	Mid-Mississippi	Illinois River	St. Louis	Ohio River	Cairo-Memphis
Rate	5/5/2026	681	614	601	457	428	415
	4/28/2026	695	616	610	455	449	379
\$/ton	5/5/2026	42.15	32.66	27.89	18.23	20.07	13.03
	4/28/2026	43.02	32.77	28.30	18.15	21.06	11.90
Measure	Time Period	Twin Cities	Mid-Mississippi	Illinois River	St. Louis	Ohio River	Cairo-Memphis
Current week % change from the same week	Last year	29	20	26	25	28	36
	3-year avg.	48	45	55	58	39	58
Rate	June	649	599	578	443	430	361
	August	672	631	595	553	556	553

Note: Rate = percent of 1976 tariff benchmark index (1976 = 100 percent); 3-year avg. = 4-week moving average of the 3-year avg.; ton = 2,000 pounds; "n/a" = data not available. The per ton rate for Twin Cities assumes a base rate of \$6.19 (Minneapolis, MN, to LaCrosse, WI). The per ton rate at Mid-Mississippi assumes a base rate of \$5.32 (Savanna, IL, to Keithsburg, IL). The per ton rate on the Illinois River assumes a base rate of \$4.64 (Havana, IL, to Hardin, IL). The per ton rate at St. Louis assumes a base rate of \$3.99 (Grafton, IL, to Cape Girardeau, MO). The per ton rate on the Ohio River assumes a base rate of \$4.69 (Silver Grove, KY, to Madison, IN). The per ton rate at Memphis-Cairo assumes a base rate of \$3.14 (West Memphis, AR, to Memphis, TN). For more on base rate values along the various segments of the Mississippi River System, see [AgTransport](#).

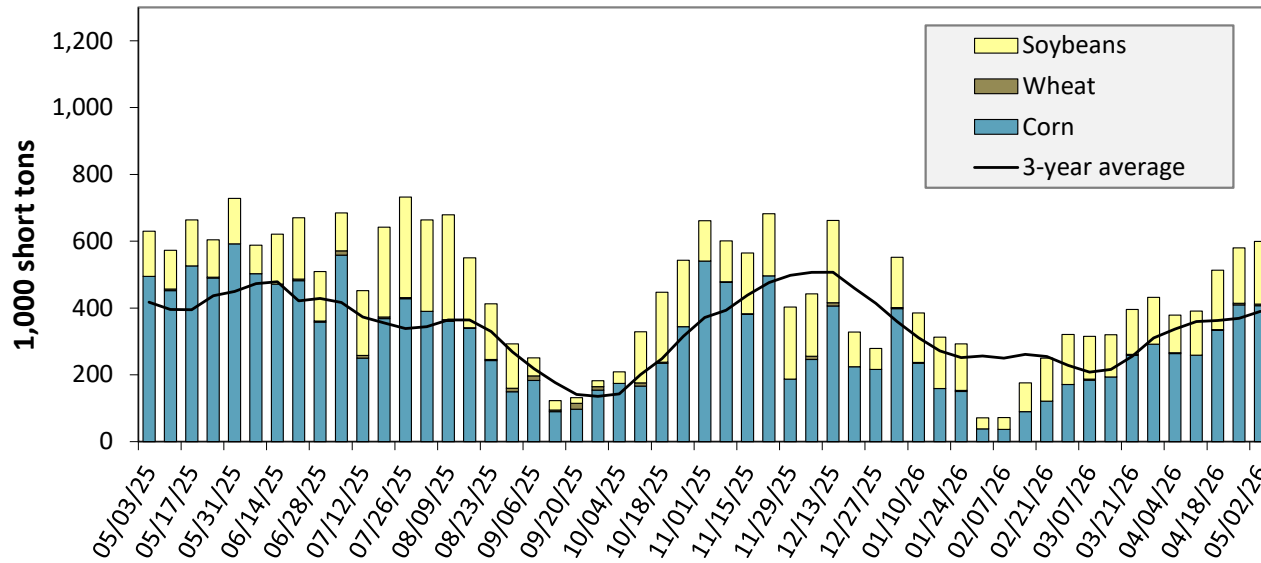
Source: USDA, Agricultural Marketing Service.

Figure 11. Benchmark tariff rates



Source: USDA, Agricultural Marketing Service.

Figure 12. Barge movements on the Mississippi River (Locks 27-Granite City, IL)



For the week ending May 2: 5 percent lower than last year and 54 percent higher than the 3-year average.

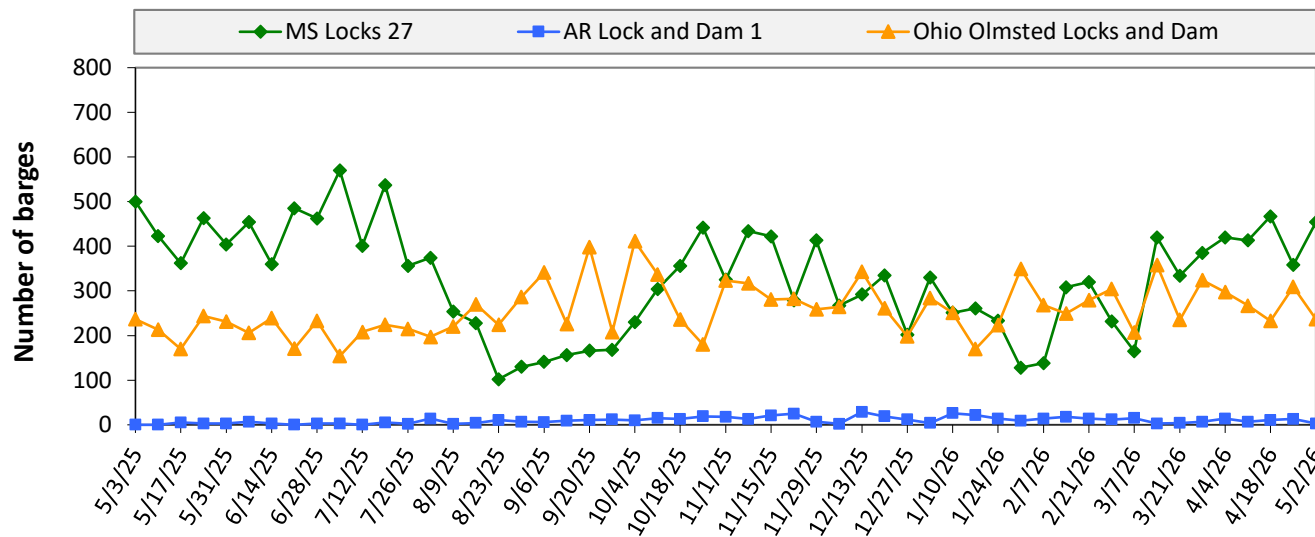
Note: The 3-year average is a 4-week moving average.
Source: U.S. Army Corps of Engineers.

Table 10. Barged grain movements (1,000 tons)

For the week ending 05/02/2026	Corn	Wheat	Soybeans	Other	Total
Mississippi River (Rock Island, IL (L15))	169	3	63	0	235
Mississippi River (Winfield, MO (L25))	269	6	164	0	439
Mississippi River (Alton, IL (L26))	429	5	197	0	631
Mississippi River (Granite City, IL (L27))	407	5	187	0	599
Illinois River (La Grange)	148	0	54	0	201
Ohio River (Olmsted)	50	0	38	0	88
Arkansas River (L1)	0	10	11	0	22
Weekly total - 2026	457	15	237	0	709
Weekly total - 2025	576	25	174	4	780
2026 YTD	5,145	293	3,593	28	9,059
2025 YTD	6,003	340	3,880	82	10,305
2026 as % of 2025 YTD	86	86	93	34	88
Last 4 weeks as % of 2025	94	82	131	0	104
Total 2025	20,015	1,259	11,322	166	32,761

Note: "Other" refers to oats, barley, sorghum, and rye. Total may not add up due to rounding. YTD = year to date. Weekly total, YTD, and calendar year total include Mississippi River lock 27, Ohio River Olmsted lock, and Arkansas Lock 1. "L" (as in "L15") refers to a lock, locks, or lock and dam facility.
Source: U.S. Army Corps of Engineers.

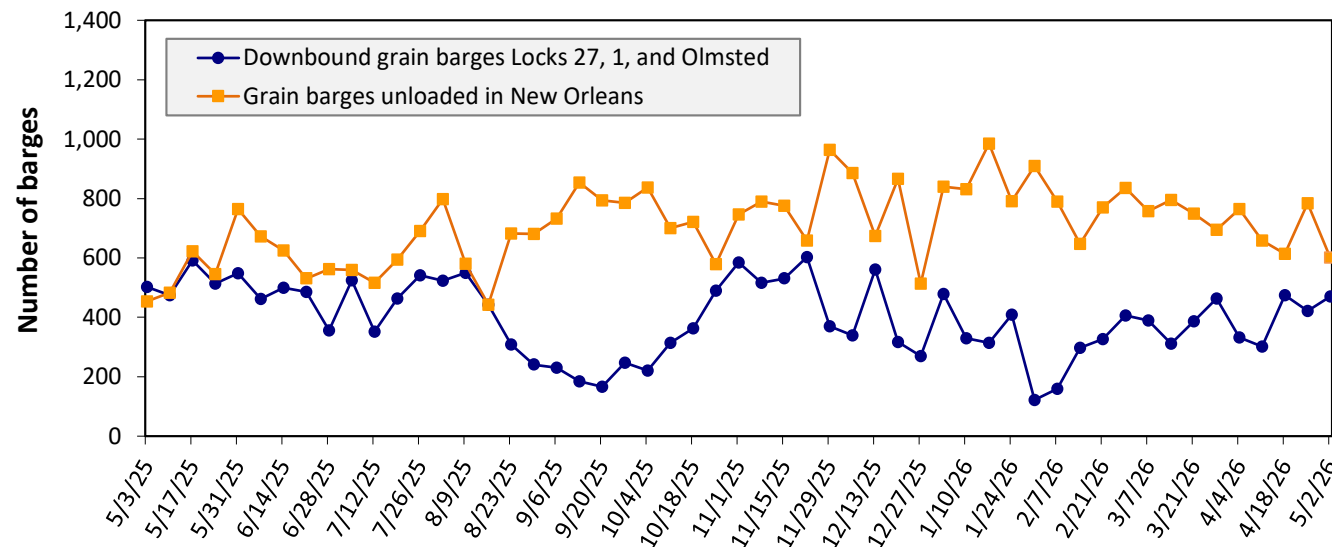
Figure 13. Upbound empty barges transiting Mississippi River Locks 27, Arkansas River Lock and Dam 1, and Ohio River Olmsted Locks and Dam



For the week ending May 2: 694 barges transited the locks, 14 barges more than the previous week, and 11 percent higher than the 3-year average.

Source: U.S. Army Corps of Engineers.

Figure 14. Grain barges for export in New Orleans region



For the week ending May 2: 471 barges moved down river, 49 more than the previous week; 600 grain barges unloaded in the New Orleans Region, 23 percent fewer than the previous week.

Note: Olmsted = Olmsted Locks and Dam.

Source: U.S. Army Corps of Engineers and USDA, Agricultural Marketing Service.

Table 11. Monthly barge freight rates, Columbia-Snake River

River	Origin	\$/ton			Current month % change from the same month	
		May 2026	April 2026	May 2025	Last year	3-year avg.
Snake River	Lewiston, ID/Clarkston, WA/Wilma, WA	\$24.43	\$22.63	\$21.55	13.3	16.5
	Central Ferry, WA/Almota, WA	\$23.50	\$21.70	\$20.65	13.8	16.9
	Lyons Ferry, WA	\$22.45	\$20.65	\$19.64	14.3	17.3
	Windust, WA/Lower Monumental, WA	\$21.38	\$19.58	\$18.61	14.9	17.8
	Sheffler, WA	\$21.35	\$19.55	\$18.58	14.9	17.8
Columbia River	Burbank, WA/Kennewick, WA/Pasco, WA	\$20.11	\$18.31	\$17.38	15.7	18.4
	Port Kelly, WA/Wallula, WA	\$19.88	\$18.08	\$17.16	15.8	18.5
	Umatilla, OR	\$19.78	\$17.98	\$17.06	15.9	18.6
	Boardman, OR/Hogue Warner, OR	\$19.51	\$17.71	\$16.80	16.1	18.8
	Arlington, OR/Roosevelt, WA	\$19.35	\$17.55	\$16.64	16.3	18.9
	Biggs, OR	\$17.97	\$16.17	\$15.31	17.3	19.8
	The Dalles, OR	\$16.83	\$15.03	\$14.21	18.4	20.7

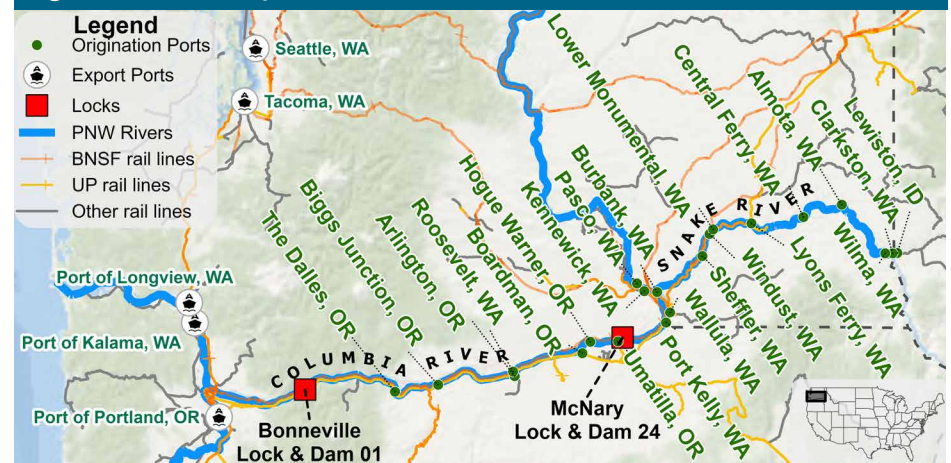
Note: Destination is Portland, OR, or Vancouver, WA; ton = 2,000 pounds; n/a = data not available.
Source: USDA, Agricultural Marketing Service.

Table 12. Monthly barged grain movements, Columbia-Snake (1,000 tons)

April, 2026	Wheat	Other	Total
Snake River (McNary Lock and Dam (L24))	354	0	354
Columbia River (Bonneville Lock and Dam (L1))	392	0	392
Monthly total 2026	392	0	392
Monthly total 2025	423	0	423
2026 YTD	1,160	0	1,160
2025 YTD	1,327	0	1,327

Note: "Other" refers to corn, soybeans, oats, barley, and rye. Totals may not add up because of rounding. "Monthly total" refers to grain moving through Lock 1, headed for export.
YTD = year to date. "L" (as in "L1") refers to lock, locks, or lock and dam facility.
n/a = data not available.
Source: U.S. Army Corps of Engineers.

Figure 15. Dam and port locations on Columbia-Snake River



Source: USDA, Agricultural Marketing Service.

The weekly diesel price provides a proxy for trends in U.S. truck rates as diesel fuel is a significant expense for truck grain movements.

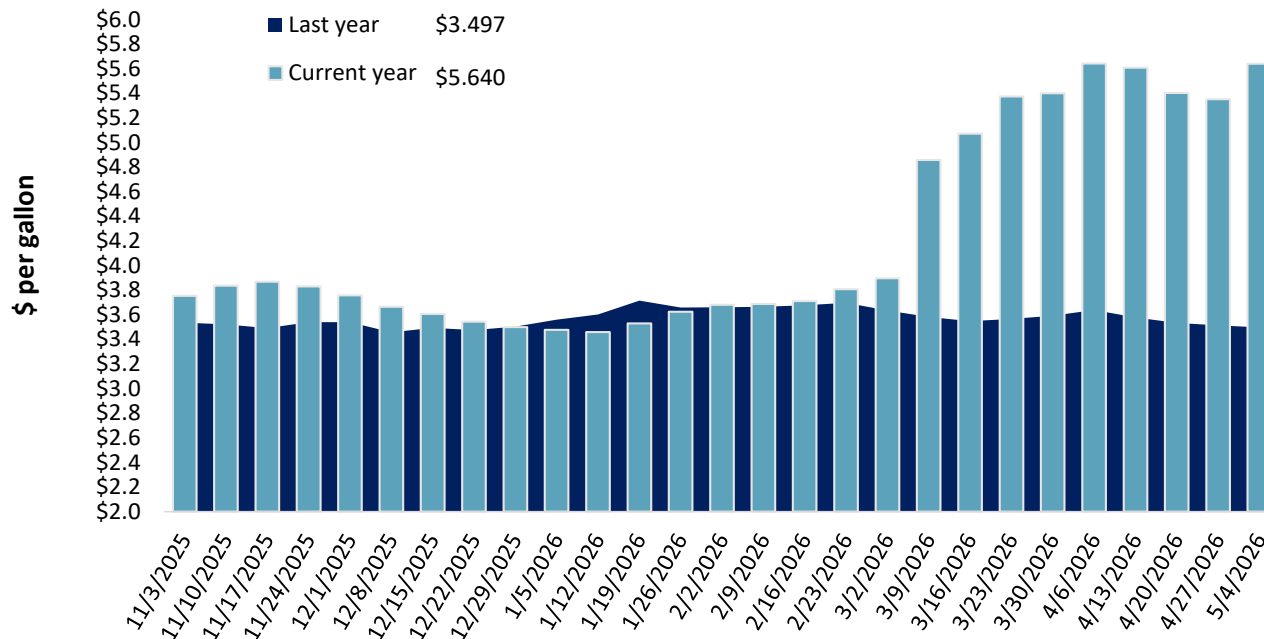
Table 13. Retail on-highway diesel prices, week ending 5/04/2026 (U.S. \$/gallon)

Region	Location	Price	Change from	
			Week ago	Year ago
I	East Coast	5.504	0.079	1.937
	New England	5.863	0.029	1.968
	Central Atlantic	5.873	0.030	2.077
	Lower Atlantic	5.331	0.102	1.883
II	Midwest	5.742	0.611	2.310
III	Gulf Coast	5.178	0.166	2.004
IV	Rocky Mountain	5.517	0.247	2.057
V	West Coast	6.631	0.101	2.427
	West Coast less California	6.000	0.074	2.250
	California	7.360	0.132	2.632
Total	United States	5.640	0.289	2.143

Note: Diesel fuel prices include all taxes. Prices represent an average of all types of diesel fuel. On June 13, 2022, the Energy Information Administration implemented a new methodology to estimate weekly on-highway diesel fuel prices.

Source: U.S. Department of Energy, Energy Information Administration.

Figure 16. Weekly diesel fuel prices, U.S. average



For the week ending May 4, the U.S. average diesel fuel price increased 28.9 cents from the previous week to \$5.640 per gallon, 214.3 cents above the same week last year.

Note: On June 13, 2022, the Energy Information Administration implemented a new methodology to estimate weekly on-highway diesel fuel prices.

Source: U.S. Department of Energy, Energy Information Administration.

Table 14. U.S. export balances and cumulative exports (1,000 metric tons)

Grain Exports		Wheat						Corn	Soybeans	Total
		Hard red winter (HRW)	Soft red winter (SRW)	Hard red spring (HRS)	Soft white wheat (SWW)	Durum	All wheat			
Current unshipped (outstanding) export sales	For the week ending 4/30/2026	944	333	869	650	70	2,866	20,922	5,674	29,462
	This week year ago	814	229	655	638	25	2,361	16,808	4,253	23,422
	Last 4 wks. as % of same period 2024/25	122	143	140	119	359	131	130	161	135
Current shipped (cumulative) exports sales	2025/26 YTD	7,813	3,016	5,636	4,855	576	21,895	56,141	33,244	111,280
	2024/25 YTD	4,683	2,912	6,031	5,096	327	19,048	43,603	43,344	105,996
	YTD 2025/26 as % of 2024/25	167	104	93	95	176	115	129	77	105
	Total 2024/25	5,377	3,106	6,560	5,730	335	21,107	69,081	50,106	140,295
	Total 2023/24	3,535	4,260	6,314	3,906	526	18,540	54,277	44,510	117,328

Note: The marketing year for wheat is June 1 to May 31 and, for corn and soybeans, September 1 to August 31. YTD = year-to-date; wks. = weeks.

Source: USDA, Foreign Agricultural Service.

Table 15. Top 5 importers of U.S. corn

For the week ending 4/30/2026	Total commitments (1,000 mt)		% change current MY from last MY	Exports 3-year average 2022-24 (1,000 mt)
	YTD MY 2025/26	YTD MY 2024/25		
Mexico	21,936	20,369	8	19,839
Japan	13,059	10,430	25	10,478
Colombia	6,758	6,192	9	5,493
China	0	33	-100	3,461
Korea	7,841	4,561	72	3,127
Top 5 importers	41,753	37,023	13	39,272
Total U.S. corn export sales	77,063	60,411	28	54,276
% of YTD current month's export projection	92%	83%	-	-
Change from prior week	1,362	1,663	-	-
Top 5 importers' share of U.S. corn export sales	54%	61%	-	72%
USDA forecast April 2026	83,824	72,597	15	-
Corn use for ethanol USDA forecast, April 2026	142,240	138,075	3	-

Note: The top 5 importers are based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for marketing year (MY) 2024/25 (September 1 – August 31). “Total commitments” = cumulative exports (shipped) + outstanding sales (unshipped), from FAS weekly export sales report, or export sales query. Total commitments’ change (net sales) from prior week could include revisions from previous week’s outstanding sales or accumulated sales. In rightmost column, “Exports” = accumulated exports (as defined in FAS marketing year ranking reports). mt = metric ton; yr. = year; avg. = average; YTD = year to date; “-” = not applicable.

Source: USDA, Foreign Agricultural Service.

Table 16. Top 5 importers of U.S. soybeans

For the week ending 4/30/2026	Total commitments (1,000 mt)		% change current MY from last MY	Exports 3-year average 2022-24 (1,000 mt)
	YTD MY 2025/26	YTD MY 2024/25		
China	11,802	22,480	-48	26,078
Mexico	4,637	4,658	-0	4,762
Japan	1,954	1,774	10	2,107
Egypt	4,536	2,766	64	2,098
Indonesia	1,997	1,561	28	1,997
Top 5 importers	24,925	33,239	-25	37,042
Total U.S. soybean export sales	38,918	47,598	-18	48,941
% of YTD current month's export projection	93%	93%	-	-
Change from prior week	142	377	-	-
Top 5 importers' share of U.S. soybean export sales	64%	70%	-	76%
USDA forecast, April 2026	41,912	51,220	-18	-

Note: The top 5 importers are based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for marketing year (MY) 2024/25 (September 1 – August 31). “Total commitments” = cumulative exports (shipped) + outstanding sales (unshipped), from FAS weekly export sales report, or export sales query. Total commitments’ change (net sales) from prior week could include revisions from previous week’s outstanding sales or accumulated sales. In rightmost column, “Exports” = accumulated exports (as defined in FAS marketing year ranking reports). mt = metric ton; yr. = year; avg. = average; YTD = year to date; “-” = not applicable. Source: USDA, Foreign Agricultural Service.

Table 17. Top 10 importers of all U.S. wheat

For the week ending 4/30/2026	Total commitments (1,000 mt)		% change current MY from last MY	Exports 3-year average 2022-24 (1,000 mt)
	YTD MY 2025/26	YTD MY 2024/25		
Mexico	4,573	3,929	16	3,358
Philippines	2,897	2,637	10	2,473
Japan	2,248	2,111	6	2,045
China	336	139	142	1,137
Korea	1,887	2,392	-21	1,674
Taiwan	1,016	1,015	0	935
Thailand	714	951	-25	667
Nigeria	1,592	758	110	629
Indonesia	1,091	767	42	518
Colombia	735	502	46	489
Top 10 importers	17,089	15,202	12	13,926
Total U.S. wheat export sales	24,761	21,409	16	19,135
% of YTD current month's export projection	101%	95%	-	-
Change from prior week	79	70	-	-
Top 10 importers' share of U.S. wheat export sales	69%	71%	-	73%
USDA forecast, April 2026	24,494	22,480	9	-

Note: The top 10 importers are based on USDA, Foreign Agricultural Service (FAS) marketing year ranking reports for marketing year (MY) 2024/25 (June 1 – May 31). “Total commitments” = cumulative exports (shipped) + outstanding sales (unshipped), from FAS weekly export sales report, or export sales query. Total commitments’ change (net sales) from prior week could include revisions from previous week’s outstanding sales or accumulated sales. In rightmost column, “Exports” = accumulated exports (as defined in FAS marketing year ranking reports). mt = metric ton; yr. = year; avg. = average; YTD = year to date; “-” = not applicable. Source: USDA, Foreign Agricultural Service.

Table 18. Grain inspections for export by U.S. port region (1,000 metric tons)

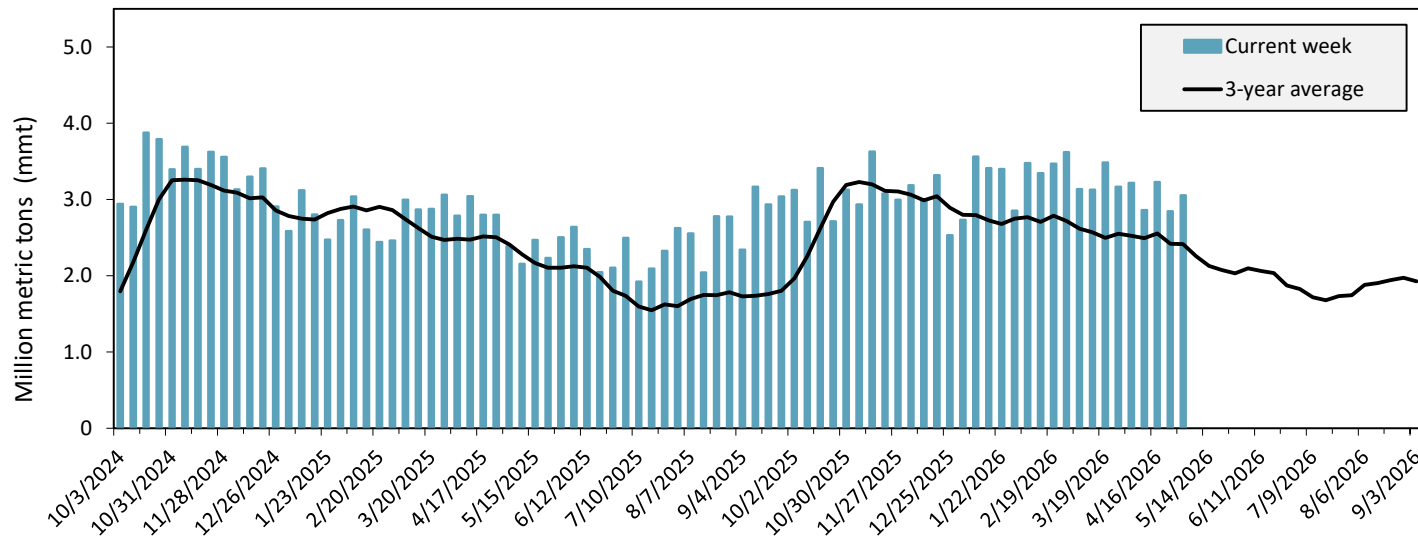
Port regions	Commodity	For the week ending 04/30/2026	Previous week*	Current week as % of previous	2026 YTD*	2025 YTD*	2026 YTD as % of 2025 YTD	Last 4-weeks as % of:		2025 total*
								Last year	Prior 3-yr. avg.	
Pacific Northwest	Corn	785	386	204	8,778	8,790	100	90	125	24,214
	Soybeans	65	112	58	3,353	1,966	171	156	262	2,957
	Wheat	200	263	76	3,416	3,688	93	80	96	12,271
	All grain	1,129	760	148	15,637	14,533	108	94	124	39,721
Mississippi Gulf	Corn	751	838	90	13,149	12,807	103	101	116	37,115
	Soybeans	258	345	75	10,148	9,000	113	141	139	23,350
	Wheat	112	12	901	1,122	1,220	92	87	72	3,980
	All grain	1,121	1,195	94	24,420	23,027	106	110	118	64,484
Texas Gulf	Corn	32	92	35	554	105	528	n/a	681	590
	Soybeans	0	0	n/a	100	106	94	n/a	n/a	1,431
	Wheat	38	33	115	1,373	1,137	121	41	55	4,690
	All grain	130	292	44	4,694	1,432	328	235	178	7,774
Interior	Corn	346	286	121	5,386	4,396	123	92	108	15,546
	Soybeans	112	165	68	2,425	2,313	105	87	109	7,712
	Wheat	67	42	162	1,008	1,007	100	83	99	3,104
	All grain	528	508	104	8,983	7,873	114	89	108	26,887
Great Lakes	Corn	49	19	253	133	0	n/a	n/a	n/a	414
	Soybeans	0	12	0	12	0	n/a	n/a	449	63
	Wheat	11	20	56	74	75	98	97	112	434
	All grain	60	51	117	219	75	291	327	355	911
Atlantic	Corn	66	36	184	619	131	473	400	472	607
	Soybeans	16	5	323	423	433	98	543	289	1,085
	Wheat	6	0	n/a	6	27	22	22	58	81
	All grain	87	41	215	1,048	590	178	301	338	1,773
All Regions	Corn	2,028	1,657	122	28,620	26,229	109	101	124	78,486
	Soybeans	450	638	71	16,866	13,922	121	131	144	36,851
	Wheat	434	370	117	6,999	7,154	98	74	85	24,560
	All grain	3,056	2,847	107	55,406	47,636	116	107	124	141,803

*Note: Data include revisions from prior weeks; "All grain" includes corn, soybeans, wheat, sorghum, oats, barley, rye, sunflower, flaxseed, and mixed grains; "All regions" includes listed regions and other minor regions not listed; YTD = year-to-date; n/a = not available or no change. A "-" in the table indicates a percentage change with a near-zero denominator for the period.

Source: USDA, Federal Grain Inspection Service.

The United States exports approximately one-quarter of the grain it produces. On average, this includes nearly 46 percent of U.S.-grown wheat, 47 percent of U.S.-grown soybeans, and 15 percent of the U.S.-grown corn. In 2025, approximately 51 percent of the U.S. export grain shipments departed through the U.S. Gulf region and 28 percent departed through the PNW.

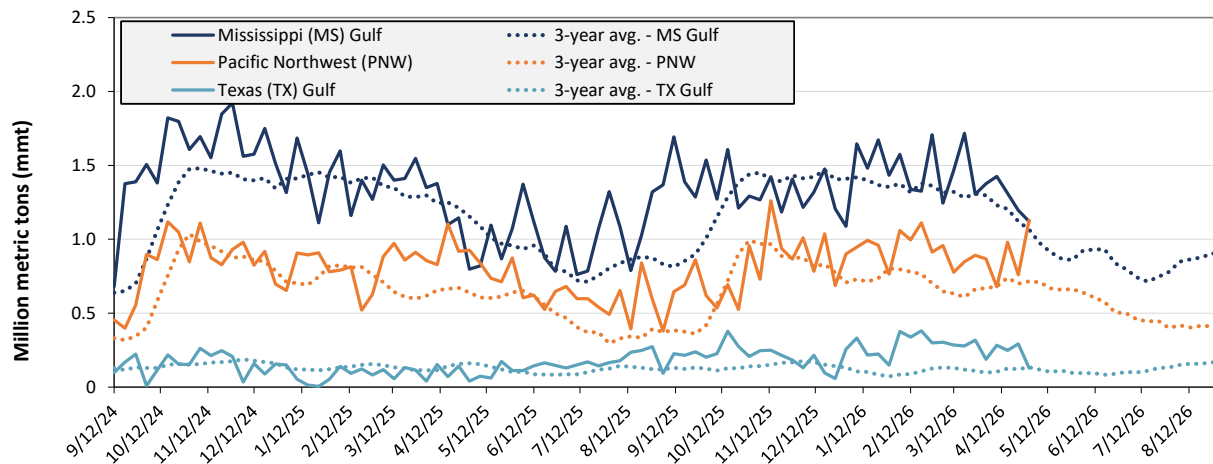
Figure 17. U.S. grain inspected for export (wheat, corn, and soybeans)



For the week ending April 30: 3.1 mmt of grain inspected, up 7 percent from the previous week, up 8 percent from the same week last year, and up 27 percent from the 3-year average.

Note: 3-year average consists of 4-week running average.
Source: USDA, Federal Grain Inspection Service.

Figure 18. U.S. grain inspections for U.S. Gulf and PNW (wheat, corn, and soybeans)



Week ending 04/30/26 inspections (mmt):

MS Gulf: 1.12

PNW: 1.13

TX Gulf: 0.13

Percent change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	down 6	down 56	down 16	up 48
Last year (same 7 days)	up 14	up 21	up 15	up 5
3-year average (4-week moving average)	up 5	down 3	up 4	up 58

Source: USDA, Federal Grain Inspection Service.

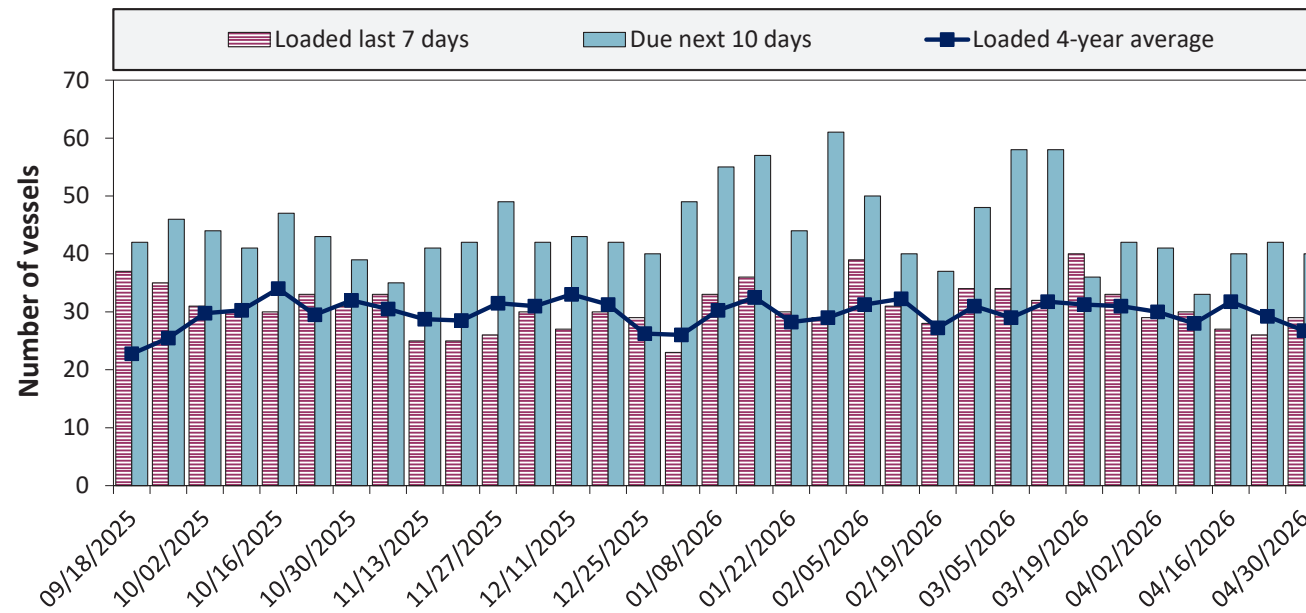
Table 19. Weekly port region grain ocean vessel activity (number of vessels)

Date	Gulf			Pacific Northwest
	In port	Loaded 7-days	Due next 10-days	In port
4/30/2026	19	29	40	21
4/23/2026	19	26	42	20
2025 range	(12...40)	(11...37)	(26...55)	(5...25)
2025 average	28	28	45	13

Note: The data are voluntarily submitted and may not be complete.

Source: USDA, Agricultural Marketing Service.

Figure 19. U.S. Gulf vessel loading activity

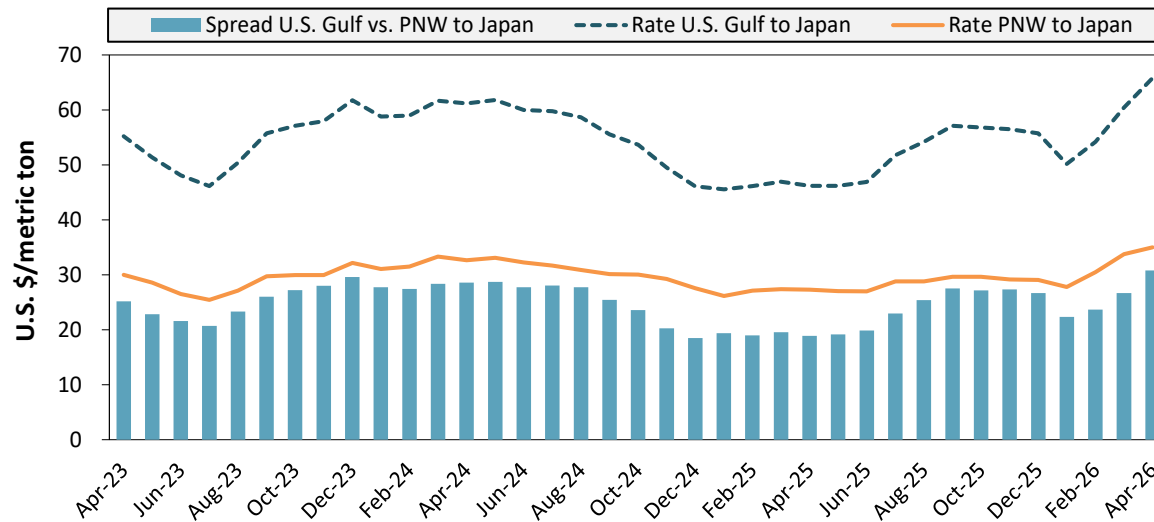


Week ending 04/30/26, number of vessels	Loaded	Due
Change from last year	0%	54%
Change from 4-year average	8%	17%

Note: U.S. Gulf includes Mississippi, Texas, and the East Gulf region.

Source: USDA, Agricultural Marketing Service.

Figure 20. U.S. Grain vessel rates, U.S. to Japan



Note: PNW = Pacific Northwest

Source: O'Neil Commodity Consulting /World Perspectives, Inc.

Ocean rates	U.S. Gulf	PNW	Spread
April 2026	\$65.50	\$35.00	\$30.80
Change from April 2025	43%	28%	63%
Change from 4-year average	9%	4%	15%

Table 20. Ocean freight rates for selected shipments, week ending 05/02/2026

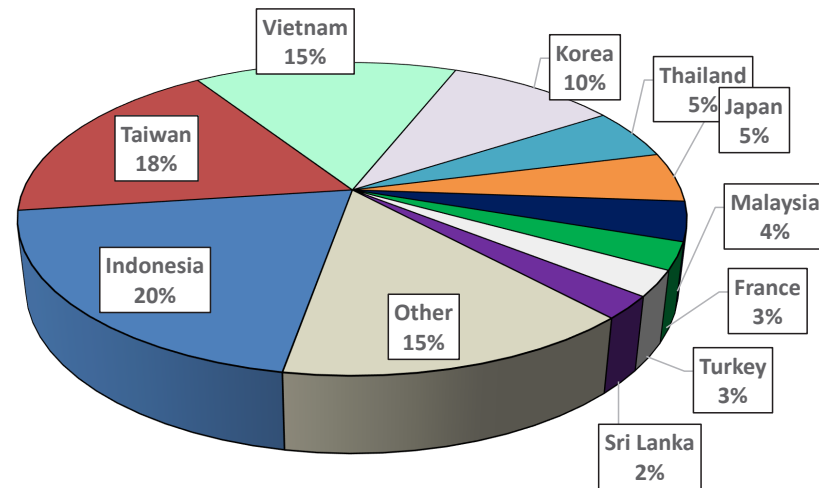
Export region	Import region	Grain types	Entry date	Loading date	Volume loads (metric tons)	Freight rate (US\$/metric ton)
U.S. Gulf	Colombia	Soybean meal	Mar 24, 2026	May 1/10, 2026	50,000	31.60
PNW	Bangladesh	Soybeans	Mar 11, 2026	May 1/10, 2026	48,400	57.31
PNW	S. Korea	Heavy grain	Mar 12, 2026	May 20/30, 2026	65,000	40.50
PNW	S. Korea	Heavy grain	Feb 5, 2026	Apr 15/May 25, 2026	60,000	29.40
PNW	S. Korea	Heavy grain	Mar 10, 2026	May 20/Jul 20, 2026	68,000	34.75
PNW	Taiwan	Wheat	Apr 2, 2026	May 30/Jun 13, 2026	51,300	52.00
Brazil	China	Heavy grain	Apr 28, 2026	Jun 1/30, 2026	63,000	49.75
Brazil	N. China	Heavy grain	May 1, 2026	May 24/31, 2026	66,000	52.75
Brazil	N. China	Heavy grain	Apr 30, 2026	May 25/31, 2026	64,000	54.50
Brazil	N. China	Heavy grain	Apr 17, 2026	May 5/14, 2026	66,000	52.00
Brazil	China	Heavy grain	Mar 18, 2026	Apr 20/30, 2026	63,000	57.00
Brazil	China	Heavy grain	Mar 23, 2026	Apr 15/24, 2026	66,000	53.00
Brazil	Indonesia	Soybeans	Mar 25, 2026	May 1/10, 2026	60,000	57.00
Brazil	S. Korea	Heavy grain	Feb 4, 2026	Apr 1/30, 2026	58,000	47.50
Brazil	Thailand	Soybeans	Apr 23, 2026	Jun 1/20, 2026	60,000	45.00

Note: 50 percent of food aid from the United States is required to be shipped on U.S.-flag vessels. Rates shown are per metric ton (1 metric ton = 2,204.62 pounds), free on board (F.O.B.), except where otherwise indicated. op = option.

Source: Maritime Research, Inc.

In 2025, containers were used to transport 11 percent of total U.S. waterborne grain exports. Approximately 48 percent of U.S. waterborne grain exports in 2025 went to Asia, of which 19 percent were moved in containers. Approximately 83 percent of U.S. waterborne containerized grain exports were destined for Asia.

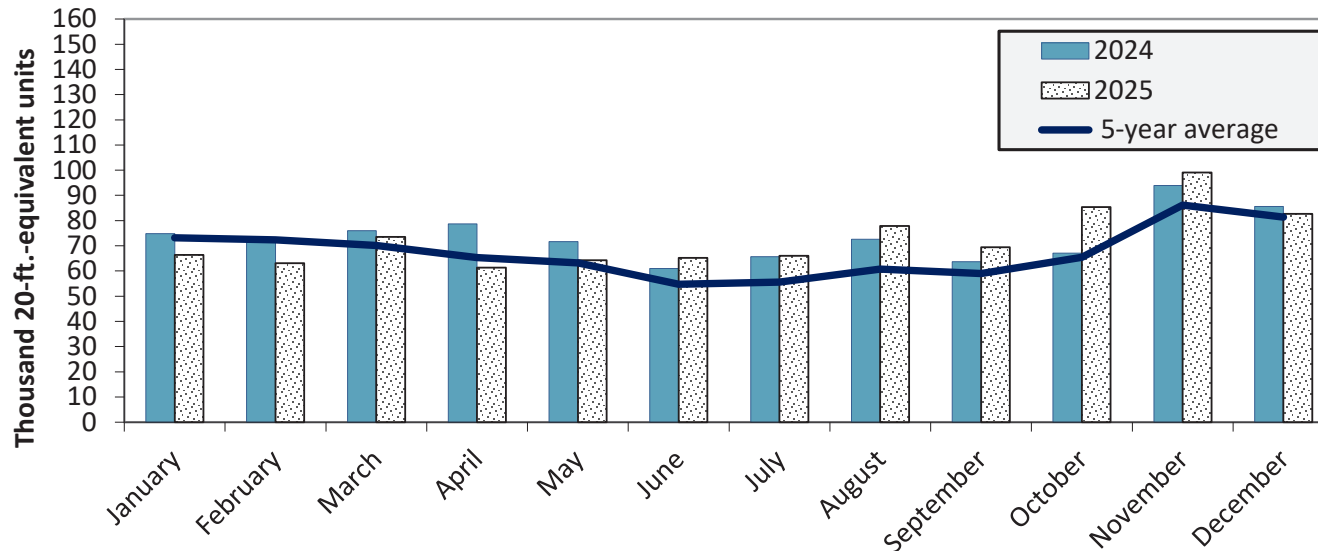
Figure 21. Top 10 destination markets for U.S. containerized grain exports, Jan-Dec 2025



Note: The following harmonized tariff codes are used to calculate containerized grains movements: 1001, 100190, 100199, 100119, 1002, 100200, 1003, 100300, 1004, 100400, 1005, 100590, 1007, 100700, 100790, 110100, 1102, 110220, 110290, 1201, 120100, 120190, 120810, 230210, 230310, 230330, 2304, 230400, and 230990.

Source: USDA, Agricultural Marketing Service analysis of PIERS data, S&P Global.

Figure 22. Monthly shipments of U.S. containerized grain exports



Containerized grain shipments in December 2025 were down 3.5 percent from last year but up 1.6 percent from the 5-year average.

Note: ft. = foot. The following harmonized tariff codes are used to calculate containerized grains movements: 1001, 100190, 100199, 100119, 1002, 100200, 1003, 100300, 1004, 100400, 1005, 100590, 1007, 100700, 100790, 110100, 1102, 110220, 110290, 1201, 120100, 120190, 120810, 230210, 230310, 230330, 2304, 230400, and 230990.

Source: USDA, Agricultural Marketing Service analysis of PIERS data, S&P Global.

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Additional Transportation Research and Analysis resources include the [Grain Truck and Ocean Rate Advisory \(GTOR\)](#), the [Mexico Transport Cost Indicator Report](#), and the [Brazil Soybean Transportation Report](#).

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